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SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

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EYES OF YOUTH
CAN BE YOUR AGES
BY THE USE OF
CROOKES' GLASSES.
N. LAZARUS,
Optician,
15 Queen's Road C.

No. 20,440 號十四百四零萬二第 日二廿月一十年亥癸 HONGKONG, SATURDAY, DECEMBER 29TH, 1923. 六拜禮 號九廿月二十年二十國民華中 PRICE, \$3 PER MONTH

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TIME-TABLE

WEEK-DAYS.		
7.00 a.m.	7.10 a.m.	every 15 minutes
7.30 " "	8.00 " "	Stop
8.00 " "	8.30 " "	Stop
8.30 " "	8.47 " "	Stop
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8.54 " "	9.04 " "	Stop
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9.11 " "	9.20 " "	Stop
9.20 " "	9.30 a.m.	every 10 minutes
11.30 " "	12.30 p.m.	Stop
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1.20 " "	1.30 p.m.	every 10 minutes
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SUNDAYS.		
7.00 a.m.	7.10 a.m.	every 15 minutes
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2.50 " "	3.00 " "	Stop

SPECIAL CARS
By ARRANGEMENT AT THE COMPANY'S OFFICE
HONGKONG & SHANGHAI HOTELS, LTD.
Hong Kong 1st June 1923.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon	6.41	7.10	8.35	9.15	10.25	12.00	1.15	4.34	5.27	7.09
Yau Ma Tei	6.51	7.18	8.45	9.25	10.35	12.09	1.27	4.43	5.37	7.20
Shatin	7.03	7.30	8.55	9.35	10.45	12.19	1.39	4.53	5.60	7.32
Tai Po	7.17	7.42	9.05	9.45	11.03	12.34	1.53	5.08	6.03	7.45
Tai Po Market	7.22	7.47	9.10	9.50	11.08	12.38	1.58	5.12	6.07	7.49
Fanning I	7.33	7.58	9.20	10.00	11.19	12.48	2.06	5.23	6.17	7.59
Sheung Shui	7.38	8.03	9.25	10.05	11.23	12.53	2.10	5.27	6.21	8.03
Shum Chun	7.44	8.09	9.30	10.10	11.29	12.58	2.16	5.33	6.27	8.09
Shek Lung	7.49	8.14	9.35	10.15	11.33	13.03	2.21	5.38	6.32	8.14
Canton	7.54	8.19	9.40	10.20	11.38	13.08	2.26	5.43	6.37	8.19

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanning	7.45	11.30	2.50	5.00	Shatin	6.30	10.15	1.05	5.00
Shatin	8.40	12.35	3.15	7.15	Fanning	7.45	11.30	2.00	5.35

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from
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Hongkong.

H. P. WINSLOW, Manager.

J. T. SHAW.

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Settlement of Premium in the Event of Death.

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" " Bowen Road and Lower Levels ... \$20.00 " "
" " Kowloon ... \$19.00 " "

Order should be sent in writing at least 24 hours before the Coal is required.
All orders must be accompanied by cash, cheque, or Comptroller's Order payable
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of Various Designs, and Pewter-Ware.

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A Galaxy of Bargains.

REPULSE BAY HOTEL.

Bookings for the New Year's Eve Celebration
are now closed.

A
SPECIAL DINNER DANCING
will take place
IN

GRILL ROOMS
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On MONDAY, December 31st
(New Year's Eve).

Tables may be reserved.

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The Only European Hotel in Canton.
Cooking exclusively under European
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European or American Plan.
This Hotel has just been renovated and
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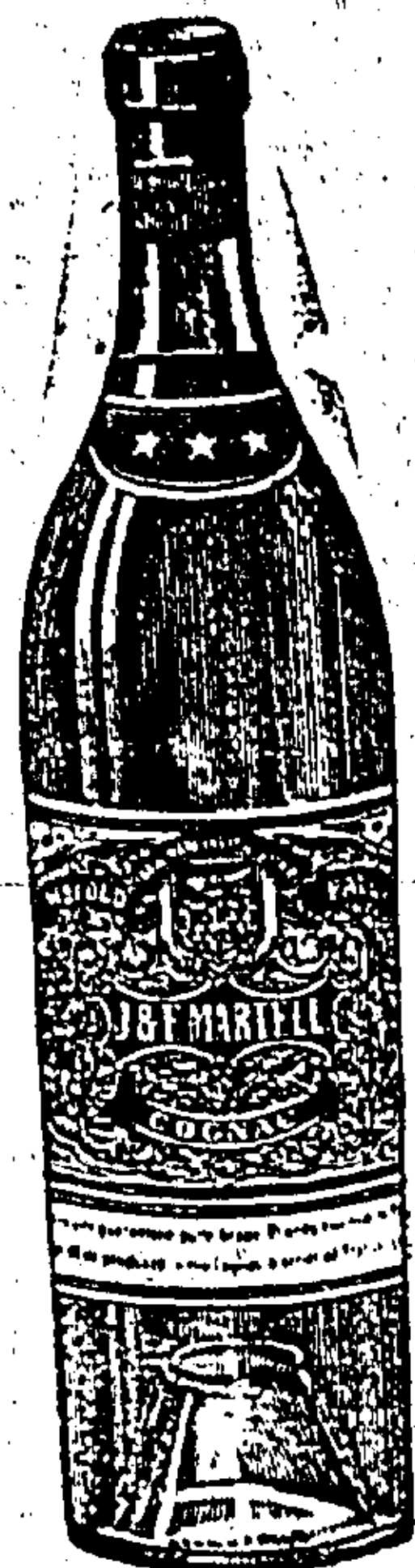
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HADDOCKS.
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CHICKEN HALIBUT.

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Be sure the Home is Free from

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KILLS THEM INSTANTLY.

SPRAY FREELY.

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When the Doctor prescribes he
expects the Druggist to fill the
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quality of our Drugs Medicines
and Toilet Goods is not surpassed.
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filled here and the result will be
satisfactory.

THE PHARMACY.

The Red Building (Opposite the Hotel).

SCOTTISH LETTER.
LORD ROSEBURY.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, November 14th.

The Earl of Rosebury, who unveiled a war memorial in the local office of the British Linen Bank, Edinburgh, seemed very full as he was led to a seat beside the Earl of Home. He remained seated throughout, unveiled the memorial by pressing an electric button, and instead of making a speech handed a note to the general manager, who read the little address which his Lordship had prepared. Lord Rosebury is mentally as alert as ever. He attends the weekly meeting of the board at which he presides as the governor of the bank, and no one has a better grip of the things in hand.

THE CIVIC ELECTIONS.

On the whole, the municipal elections of Edinburgh, Glasgow, and other large Scottish centres have voted in the manner expected of them. If they have not dealt a deadly blow to the aspirations of the Labourists, at least they have kept them from further encroachments. An eminently satisfactory feature of the elections generally is that the extreme both in Edinburgh and Glasgow, have received little public support, so little, indeed, that their candidatures in most cases have been nothing short of farcical. The elections are not without their lessons for the ratepayers themselves. While Labour votes its total strength on every occasion, or at least gets the credit of doing so, the majority of the other electors are usually too indifferent to go to the polling booths. Hence the miserably small percentages of votes recorded. As long as the margin over Labour was substantial enough to eliminate the chances of a snatch victory, perhaps no great harm was done. It is within the bounds of possibility, however, that unless there is a change in their viewpoint, apathetic citizens may up some fine morning find that they are represented by a Labour Town Council.

INTERNATIONAL RUGBY CRISIS.

A serious crisis has arisen in International Rugby circles which may lead to serious consequences. A circular letter, dated 9th November, has been issued by the Scottish Football Union among the clubs in membership—I have to inform you that the following resolution has been unanimously passed by my Committee:—“In conformity with former resolutions, this Committee resolve that in view of Mr. N. Macpherson having accepted a gift to the value of £21,000, to the principles of amateur rugby football, and declined to return same when requested by this Committee, he be suspended *in toto*, and that no Scots player should be permitted to play with or against any member of the Newport (Mon.) club, who has accepted such gift.” Neil Macpherson is a Newport and Scottish International forward, and along with the other members of the Newport team, received the gift to commemorate the club's unique feat in getting through last season's league without being defeated. The gift to Macpherson took the form of a gold watch.

How much further the matter will go it is impossible to say at present, but unless a way is found out of the difficulty every thing points to the likelihood of there being no international match between Scotland and Wales this season. The law lays it down that “acts of professionalism include the giving or receiving of any money, testimonial, or the giving of receiving of any other testimonial, except under the authority of the Union.” The Scottish Union has always placed a very strict definition on the professional laws, and the present controversy recalls its attitude when the dispute with the Welsh Union arose 25 years ago over a testimonial to the late Arthur J. Gould, the famous Newport three-quarter-back. The points involved then are similar to those in Macpherson's case, and as a result the international then were cancelled for two seasons.

FAR EAST ORDERS FOR THE CLYDE.

Yarrow's shipyard was closed in the end of 1921. In August of last year the firm re-opened their boiler department for the purpose of making a number of Yarrow boilers for service in the Far East. Their order for a shallow-draft steamer for the Upper Yangtze (recently mentioned in the *Hongkong Daily Press*) will now enable them to re-open their shipyard and to give employment to a considerable number of men.

UNCONQUERED.

“Scotsmen are popular abroad, because of the general foreign assumption that the Scots are a conquered nation,” and, therefore, hate the English, says Mr. Macpherson, Scottish Whip under the late Coalition Government. “I found I lost my popularity among them when I explained that we were not a conquered race.”

THOSE CONDEMNED SCOTS.

Scots, we are sometimes told, rule the universe—a compliment which is open to the biting retort. And a pretty mess they are making of it. However, at Oxford four Scots are captains of Rugby, golf, croquet, and boxing, two of whom are products of Scottish public school training. G. P. S. Macpherson, captain of the Rugby XV, is an old Fettes boy, who had the distinction to play for his country before he played for his University. J. A. McIntosh, captain of the Golf Club, is a son of Professor McIntosh, Edinburgh. He is an old Merchristonian, and was an excellent cricketer, which game he seems to have sacrificed for golf, since going to Oxford. N. McIntosh accompanied the Oxford Athletic team that visited South Africa recently under the guidance of W. B. Milligan, son of the Moderator of the Church of Scotland, and made a record over the two miles; while the Marquis of Clydesdale is heir to the Hamilton Dukedom, and has figured in more than one Scottish boxing championship function in the last twelve months.

SCOTS AS WEDDING PRESENT.

Most people are from time to time puzzled as to what form the wedding present they must give shall take. And once more the Old Aristocracy, ever mindful of its obligations, comes to the rescue. The Earl of Southesk, on the marriage of his son, Lord Carnegie, has made him, amongst other things, the possessor of a

pair of tartan socks. Socks, you will observe, not stockings, which may perhaps (though I trust not) be yet another proof that the county families are feeling a draught. In any case, I hope Lord Carnegie may wear the socks for long and happy years, and discard them only when they have been pronounced incurable by an expert darning.

DECAY OF THE SNUFF HABIT.

The closing of an old snuff mill in the valley of the Water of Leith, at Juniper Green, near Edinburgh, is a striking example of how an old established custom may disappear in the course of a lifetime. When I was young snuffing was a common habit, the snuffbox was passed round “to the king and market,” but now practically no one indulges in “Sneeshin” as it is called in Scotland. Only one snuff mill now survives. When the habit of snuff-taking first made its appearance in Scotland is doubtful, but in 1688 it was recorded that the Scots were fonder of the “sneesh-box” than the pipe. So necessary had it become, says the chronicler, that he had heard some of them say that should their bread come in competition with it they would rather fast than lose their “sneesh.” Even with women the habit was quite common, and not only did a young lady consider a pretty snuff-box a suitable present for her beau, but rather than abandon its use she was prepared to give up her white ruffles and handkerchiefs. In 1771 there was exported from the Clyde to America 19,523 lb. of snuff, 18,000 lb. of which went to Boston alone. Although the habit of snuffing seems to be disappearing altogether, it will leave behind it in the Scottish Capital at least a lasting memorial in the shape of “James Gillespie's School.” Gillespie and his brother had a little shop in the High Street of Edinburgh, and a mill for grinding their snuff at Colinton on the Water of Leith. Their early years were the reverse of affluent, but a sudden rise in the price of tobacco during the American War so strongly enhanced their financial position that when James died in 1796 he was able to leave the estate of Spylaw and £12,000 for the founding of a hospital for old men and women in the city. Above his old shop in the High Street there is a plaque showing him with an old nightcap which he always wore in later years. Though frugal in his way of living, he kept a carriage, for which Henry Erskine facetiously suggested the motto—“Who wad hae thoct it, That noses had bocht it.”

A NEW PIPE

for the

NEW YEAR

see the

FINE ASSORTMENT

at

HONGKONG CIGAR STORE, LTD.

When in doubt about your eyes
or your glasses
Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

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Flashes

of the Past

That is Just What Good
Pictures are; They bring the
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morrow; and Everyday.

A. TACK & Co.,

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OBTAINABLE EVERYWHERE

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THERAPION No. 1
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No. 1 for Rheumatism, No. 2 for Blood & Skin Diseases, No. 3 for Chronic Weaknesses, such as LEADEN CHLANTER, FLACIDITY OF BOWELS, etc. DR. LACROIX, 10, rue de Valenciennes, PARIS, N.W. 5, FRANCE. TRADE MARKS: “THERAPION” IN OR BETWEEN COTTI CREAM APPLIED TO VITELLES FRAGMENTS.

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THURSDAY to SATURDAY, 27th to 29th Dec.
at 5.15 P.M. and 9.15 P.M.A STIRRING STARTLING DRAMA
A COLOURFUL ROMANCE
A POWERFUL SENSATION

CLAIRE ADAMS

Supported by a Notable Cast

in

“THE KILLER.”

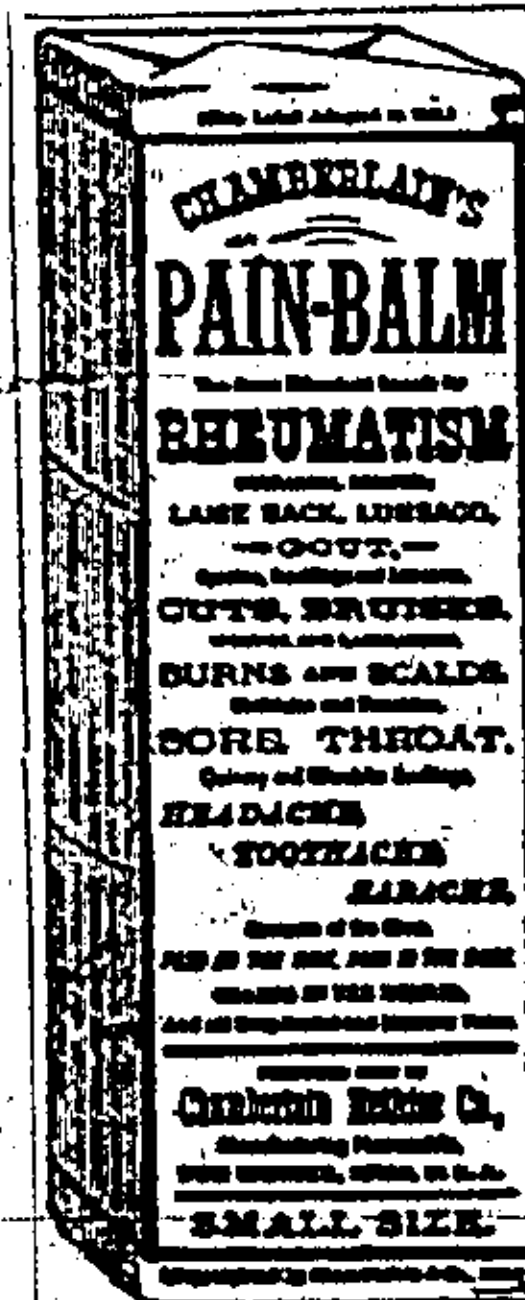
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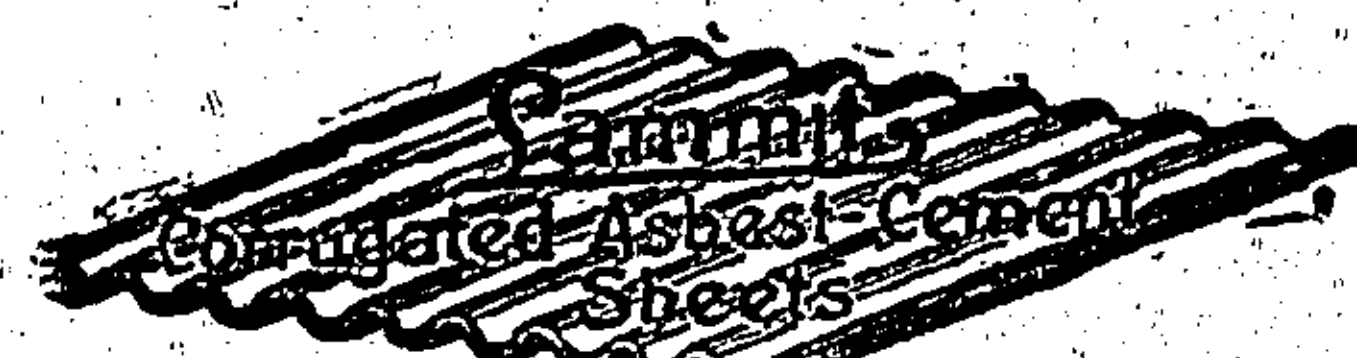
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Rheumatism, Lame Back,
Pains in the Side and Chest,
Burns, Scalds,
Sore Muscles, Headache, Toothache,
Cuts and Bruises.

Sold Everywhere.

The ideal material for Hot climates.
For roofs, partitions & ceilings.It is light & strong.
It does not conduct heat.
It is practically indestructible.
It does not rust or corrode.
It is insect & vermin proof.We carry large stocks and shall be pleased to quote prices and
give you particulars.

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ELECTRIC WELDERS,
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— DRY DOCKS —

Length 787 Feet.
Length on Blocks 750 Feet
Depth on Centre of
Sill (H.W.O.S.T.) 4 ft. 6 ins.

— THREE SLIPWAYS —

Capable of Handling Ships Up
to 3,000 Tons Displacement.
Electric Crane at Sea Wall Capable of
Lifting 100 Tons at 70 Feet Radius.

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MANUFACTURERS OF
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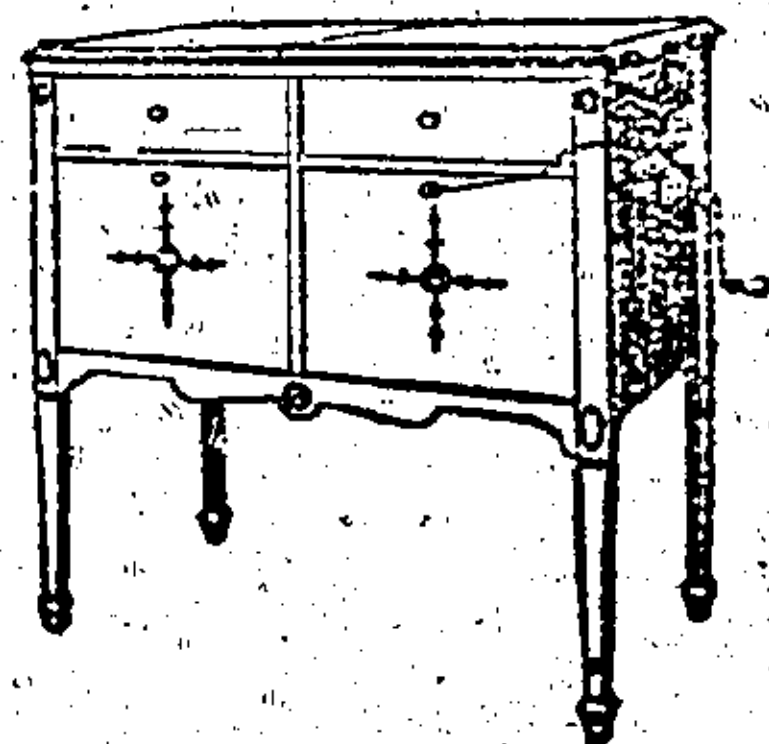
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ICE CREAM PARLOUR
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Great Reductions in Every Department
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Latest Creation in the Phonograph Line. The following are but a few of
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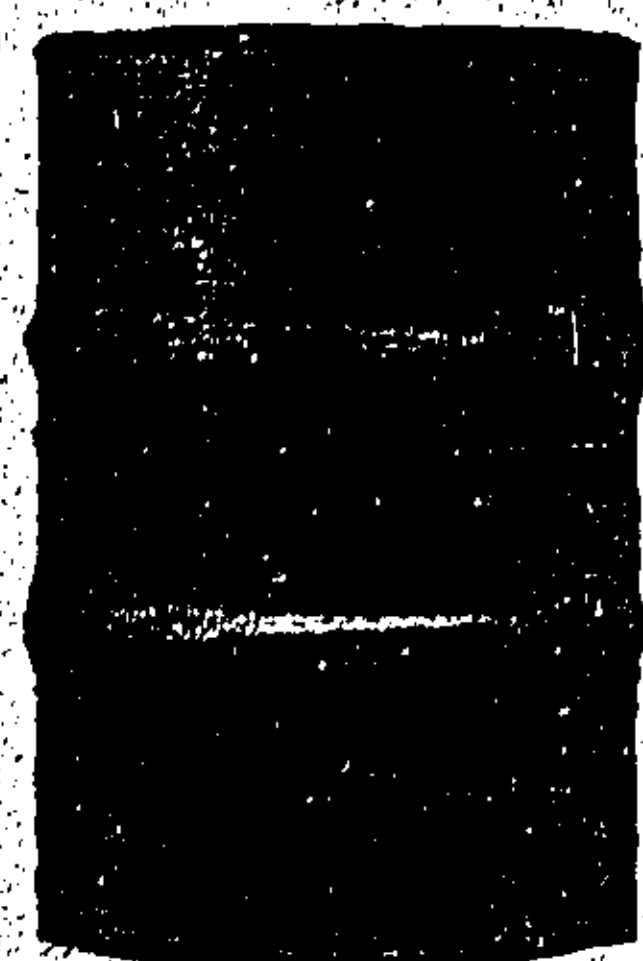
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**HONGKONG WEEKLY SHARE
REPORT.**

Messrs. Benjamin and Potts, in their
weekly share report, say:—

The interval which has elapsed since
our last report of the 21st instant has
been mostly occupied by the Christmas
Holidays, and practically very little busi-
ness has resulted, but prices on the whole
have been well maintained.

The market in the North is more or
less unchanged.

We take this opportunity of wishing all
our clients a very Happy and Prosperous
New Year.

Banks.—Hongkong and Shanghai Banks
show a slight recovery and they have been
dealt up to \$1,065. The London price via
\$125 (middle) is unchanged.

Marine and Fire Insurances.—Unions
have been booked at \$234. Cantons have
spurred to \$725 and Hongkong Fires to
\$525. China Fires have advanced to
\$140. North Chinas are asked for at Tls.
140.

Shipping.—Hongkong, Canton & Macao
Steamboats have been bought at \$47 and
\$48. Star Ferries are steady at \$65.
Douglas Steamships at \$57 have not
moved.

Refineries.—There has been more de-
mand for China Sugars and they have
changed hands up to \$250. Malabons
have come to business at \$53.

Oils and Mining.—Langkats (combined)
after having fallen away to Tls. 33 have
reacted to a higher level and are wanted
at the close at Tls. 31. Tronchs are in
request at 30/-. Kailans at 64/6. Ural
Caspians at 12/-. and Benguet at P.3.00
continue neglected. "Shells" have been
booked at 75/.

Electric Companies.—Deals have been
made in China Lights up to \$141. Hong-
kong Electrics are saleable at \$311 after
transactions at this rate. Hongkong
Trams have been put through at \$21.

Docks, Wharves and Godowns.—Hong-
kong and Kowloon Wharves were nego-
tiated in the early part of the week at
\$147, but have since strengthened and
could be placed at \$148. Hongkong and
Whampoa Docks are in demand at \$151
and Shanghai Docks at Tls. 87. Hong-
kong Wharves at Tls. 180 and New En-
gineerings at Tls. 7 are unaltered.

Lands, Hotels and Buildings.—Hong-
kong and Shanghai Hotels have been sold
at \$25. Hongkong Lands after having
been placed at \$90, close with buyers at
\$87. Humphreys Estates have been
bought at \$23.60.

Cotton Mills.—Ewos are on offer at Tls.
11.80. Orientals at Tls. 5.20 and Shang-
hai Cottons (Old) at Tls. 70, while the
New shares stand at a nominal quota-
tion of Tls. 51.

Miscellaneous.—Green Island Cements
have been taken off the market at \$294
and are in demand at the close at \$261.
Transactions have been effected in Lane,
Crawfords at \$12.50/103. Hongkong
Ropes have changed hands at \$454. A
strong demand for China Providents has
lifted the price to \$201. There are buyers
of Dairy Farms at \$221 after sales at \$22.
Union Waterboats at \$163 and Wm.
Powells at \$21.

Forward Settlement Days.—26th Janu-
ary (Tuesday), 26th February (Tuesday),
and 25th March (Tuesday), 1924.
Exchange.—The T.T. selling rate on
London to-day is 2/3 and on Shanghai
60/.

SHANGHAI TRADE.

Messrs. Ibert & Co.'s Piece Goods
Market Report for December 21st says:

Conditions remain very much the same
as last week with the added factor of
increased uneasiness owing to the renewal
of rumours regarding the trouble sup-
posed to be impending between Kiangsu and
Chekiang provinces. Whether there is
any truth or not in these, the effect on
the market has been to cause buyers to
act with even greater caution than
hitherto and trade can therefore only be
described as exceedingly dull all round,
with unsatisfactory clearances.

The money market has been slightly re-
lieved by the arrival of shipments of silver
from overseas but native rates of interest
are still too high to permit of the financ-
ing of any purchases beyond immediate
requirements. It would appear also from
the violent fluctuations in the price of the
raw staple that speculators will still con-
tinue to watch the situation and until the
drawn of this element from the market
there seems little hope of any stability of
price regulated by the genuine factors of
supply and demand. Under such circum-
stances it is not surprising that potential
buyers are content to watch the situation
and confine themselves to the purchase of
odd lots of stocks.

The auctions throughout the week were
featureless and prices generally showed
little change although in some instances
Fast Blacks were in good demand. The
shipment of some Fancies is recorded for
Szechwan and a few purchases of Whites
have been made for the River Ports, but
the Northern markets and Korea showed
little inclination to operate.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

December 28th, 1923

Hongkong and Shanghai	
Banks	\$1,090 ea.
Canton Insurances	\$725 b.
Union Insurances	\$525 b.
Hongkong Fire Insurances	\$525 b.
"Star" Ferries	\$635 b.
China Sugars	\$235 ea.
Langkats (Combined)	Tls. 34 b.
Whampoa Docks	\$151 b.
Hongkong Lands	\$187 b.
Hongkong Hotels	\$125 b. & ea.
Ewo Cottons	Tls. 111 b.
Cements	\$204 b.
Hongkong Ropes	\$454 b.
China Providents	\$201 b. & ea.
Dairy Farms	\$222 b. & ea.
Watsons	\$124 b.
Hongkong Electrics	\$311 b.
China Lights	\$144 b.
Hongkong Trams	\$21 b.

b.—buyers; s.—sellers; ea.—each.

WEATHER REPORT.

December 28th at 1903.—Pressure has de-
creased very considerably over Japan, and
increased slightly to moderately elsewhere.
The anticyclone has increased in intensity
and the monsoon will blow strongly to the
north of Foochow and will freshen along
the S.E. coast of China, and over the north
part of the China Sea.

Hongkong rainfall for the 24 hours ending
at 18 hours, 28th December, 0.00 inch. Total
since January 1st, 108.71 inches, against an
average of 53.03 inches.

The forecast for the 24 hours ending at
18 hours, Dec. 29th is as follows:—

DISTRICT Forecast

Furness Channel ... N.E. winds, fresh to
strong.

Hongkong to Gap Rock ... N.E. winds, fresh;
cloudy, probably some rain.

South coast of China between
Hongkong and Lamocks ... do.

South coast of China between
Hongkong and Hainan ... do.

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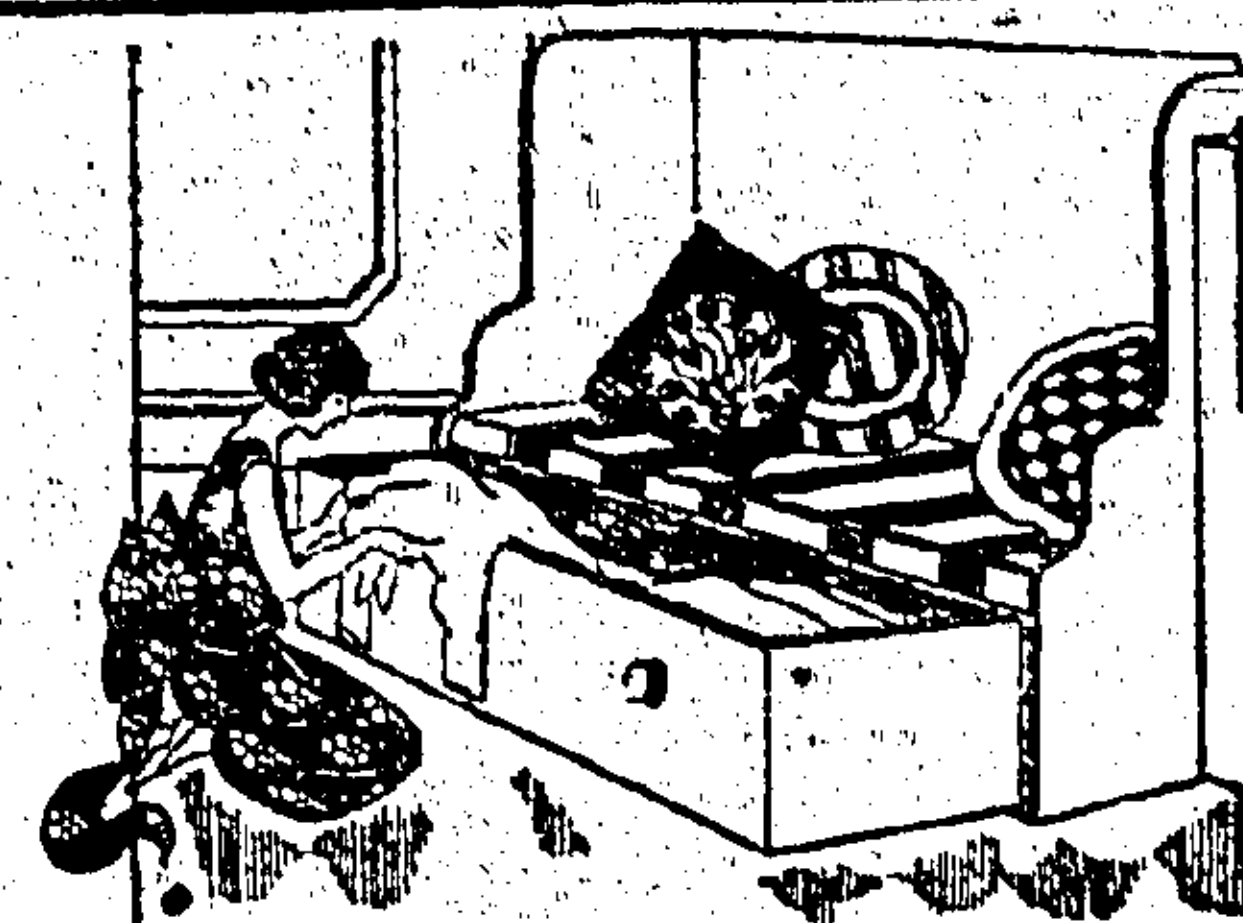
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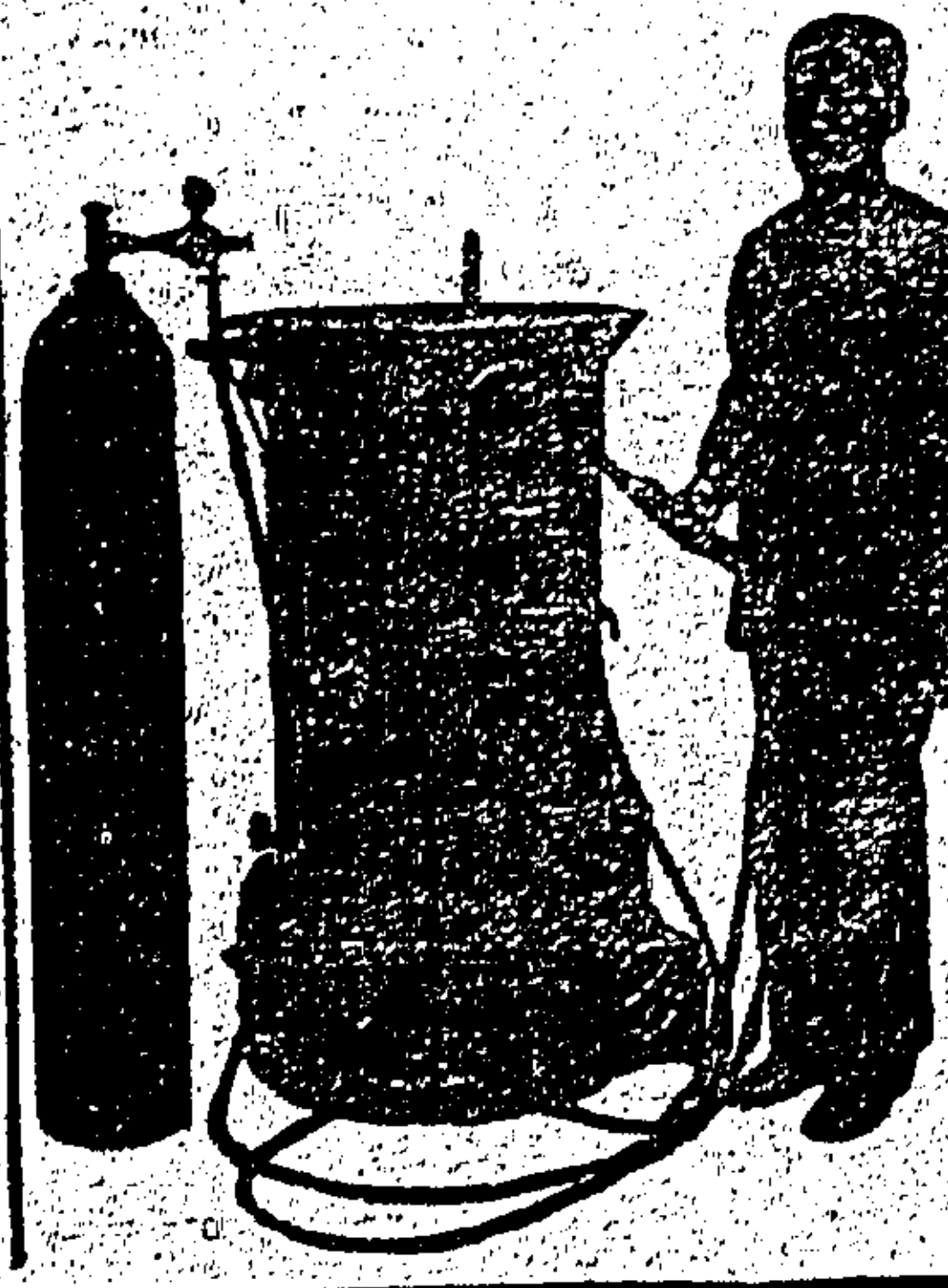
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SPORT

CRICKET.

NAVY v. ARMY.

WIN FOR THE NAVY.

Set 206 to win, the Army had lost one wicket overnight for 2. When the game was resumed yesterday morning, Cockell was dismissed without any addition to the score. Armstrong and Alfrey were bowled with consecutive balls by Evans with 14 on the board. Dodds and Kent carried the score to 35, when the former was caught with a useful 10 to his credit. Hattersley-Smith stayed with Kent until 72 appeared on the board, and then he was bowled by Boyle. Just previous to his dismissal, when Pafford was bowling, the off ball was seen to fall while the ball was in the wicket-keeper's hands. The batsman walked towards the pitch, but was recalled, as the umpire at the bowler's wicket said he was not out, the ball not having hit the wicket. Kent, who had played a faultless innings of 41, was out l.b.w. to Pafford, after which the end soon came for a total of 108, leaving the Navy victorious by 100 runs.

A feature of the Army's second innings was the brilliant wicket-keeping of Lieut. Commander Lockhart. He did the work of both wicket-keeper and slip. His taking of the bowling on the leg-side was superb, the man fielding at fine-leg having nothing to do. There were no byes in the second innings, the extras being made up of three no-balls, three leg-byes and one wide.

Following are the full scores:—

ARMY.	
2nd Innings.	
Cockell, c Jotham, b Hargreaves.....	0
Stripp, b Pomfret.....	2
Kent, l.b.w. Pafford.....	41
Armstrong, b Evans.....	10
Alfrey, b Evans.....	0
Dodds, c Evans, b Besant.....	10
Hattersley-Smith, b Boyle.....	14
Walker, c Pafford, b Hargreaves.....	8
Percy, not out.....	4
Rough, run out.....	5
Jacob, c Pomfret, b Pafford.....	5
Extras.....	7
Total.....	108

Bowling Analysis.

	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Pomfret.....	5	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Hargreaves.....	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Evans.....	10	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Besant.....	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Boyle.....	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pafford.....	4.3	0	14	2																	

R.E. v. F.R.C. 2nd XI.

The following will represent the F.R.C. second string in their League match against the R.E. on the latter's ground to-day at 2.15 p.m.:—D. Rumjahn, Sardar Khan, F. M. el Arculi, J. S. Curran, N. B. Kitchell, A. Kitchell, M. P. Madar, I. Hassan, Y. A. Wahab, O. Rumjahn and H. D. Rumjahn.

GOLF.

XXMAS COMPETITION.

Following are the results of the Golfing Competitions at Fanling during the Christmas holidays.

TOMBSTONE COMPETITION.

Won by Mr. H. P. Winslow, who died at the edge of the wood, 50 yards short of the 18th hole. The runner-up was Mr. J. P. Warren, who reached the 18th green.

MIXED FOURSONS COMPETITION.

There was a good entry and the following were the best scores returned.

Mr. and Mrs. J. B. Ross.....	50+38= 88-14=74
Col. and Mrs. B. A. Hill.....	44+39= 83-6=77
Mr. and Mrs. A. B. Stewart.....	47+40= 87-10=77
Mrs. Fitzroy Williams and Mr. E. Grimble.....	46+42= 88-10=78
Mrs. Lindell and Mr. Claxton.....	51+47= 98-19=79
Mr. and Mrs. N. L. Smith.....	49+45= 94-12=83
Mrs. Hornell and Mr. T. G. Bennett.....	50+52=102-19=83
Mrs. H. Humphreys and Mr. J. Hopper.....	50+48=108-23=85
Mrs. Piercy and R. V. Sewell.....	52+40= 98-12=89
Mr. and Mrs. C. C. Stark.....	52+48= 98-12=89

SPECIAL MEDAL ROUND.

Won by Mr. R. A. Capidge with a very creditable score of 73 less 4=74 nett.

TWO CLUB COMPETITION.

H. R. Buckland (scr.) 86, and H. U. Ireland 90-4=88 nett tied.

BOOBY POOL.

R. L. Moceriff 5 up.

FOOTBALL.

TO-DAY'S MATCHES.

The following matches are down for decision to-day:—

Kick-off at 4 p.m.

Hongkong Club v. H.M.S. *Ambrose*, Hongkong Club ground. Referee: Mr. Smith.

South China v. R.G.A., South China ground. Referee: Mr. Blumson.

H.M.S. *Diomedes* v. Kowloon: Navy "B" ground. Referee: Mr. Torry.

H.M.S. *Tanager* v. H.M.S. *Hawkins*, Navy "A" ground. Referee: Mr. Mr. Collins.

H.M.S. *Despatch* v. Hongkong Police, St. Joseph's ground. Referee: Mr. Spencer.

East Surrey Regt. v. H.M.S. *Titania*, Sookunpoo "A" ground. Referee: Mr. Wakeham.

Kick-off, 2.30 p.m.

Club Reserves v. Club de Recreo, Hongkong Club ground. Referee: Mr. Smith.

South China "B" v. *Hawkins* Reserves, South China ground. Referee: Mr. Bailey.

H.M.S. *Tringa* v. St. Joseph's, Sookunpoo "A" ground. Referee: Mr. Wakeham.

H.M.S. *Marston* v. South China "A", Sookunpoo "B" ground. Referee: Mr. Greer.

Titania Reserves v. *Diomedes* Reserves, Navy "B" ground. Referee: Mr. Fairburn.

University v. Sacred Heart, St. Joseph's ground. Referee: Mr. Ford.

Entries for the H.K.F.A. Challenge Shields close on the 31st inst.

KOWLOON F.C. v. H.M.S. "DIOMEDE".

The following have been selected to represent the Kowloon F.C. in their 1st division League match against H.M.S. *Diomedes* on the Navy "B" ground to-day (kick-off, 4 p.m.):—C. Stewart, J. Morton and T. L. Knight, S. Sibley, J. McKelvie and B. Pasco, K. Mason, A. Duncan, A. Latham, C. Millard and J. Muir. Reserve: J. Leonard.

H.K.F.C. 1st XI v. H.M.S. "AMBROSE".

The following will represent the Club 1st XI in their 1st division League match with H.M.S. *Ambrose* on the Club ground (kick-off, 4 p.m.):—R. Hutchison, C. E. Bishop and J. McCubbin, G. Watson, J. Stewart and J. W. R. McPhail, W. Stewart, A. S. Forsyth (capt.), H. G. Howard, S. D. Beggs and G. Angus.

H.K.F.C. RES. v. CLUB DE RECREO.

The following will represent the Club Reserves in their 2nd division League match with the Club de Recreo on the Club ground (kick-off, 2.30 p.m.):—W. Barr, H. T. Burton and J. Lyoh, A. Ferguson, E. W. Ralston (capt.) and S. H. Garrod, R. B. Bell, J. Douglas, A. Roberts, J. Gardner and G. T. May. Reserves: A. F. Paul and R. W. Williamson.

THE CUSTOMS SURPLUS.

RUMORED DRASTIC MOVE BY THE POWERS.

The *Far Eastern Times* (Peking) understands that the Diplomatic Representatives of the Powers signatory to the Boxer Protocol of 1901 have sent home to their respective governments an identical telegraphic note requesting authority to seize the surplus of the Chinese Customs collections now lodged in the foreign banks and apply it to the payment of the arrears of the Boxer Indemnity at rates of exchange in accordance with the provisions laid down by the 1901 agreement.

While confirmation of this information is obviously impossible to obtain it would appear to be in line with the general policy recently proclaimed in relation to the Gold Franco issue.

FAMOUS BANDIT CHIEFTAIN EXECUTED.

Sun Mei Yao, chieftain of the Shantung bandits who on May 6th held up the "Blue Express" at Lincheng and took 25 foreigners and 100 Chinese captives to the mountain Pao Tau Ku, has been executed at Tatsienlu for mutiny, according to reports received in Shanghai.

Sun Mei Yao, who was made a Brigadier-General in command of his former bandits when they were enrolled in the army as the price for the release of the last captives, was charged with having rebelled against the Central Government at Peking by refusing to turn over guns and ammunition he has captured during his bandit suppression campaign, and with having been in communication with Lao Yang Jen, the notorious bandit leader, whose underlings are now carrying terror throughout the upper Yangtze districts.

When General Chang Pei Yuan, Military Commissioner of Yenchow, whose district includes Tatsienlu, and his assistants were informed of Sun Mei Yao's conduct, he is said to have called him to Tatsienlu and had him stood up in front of a firing squad and summarily shot. Sun Mei Yao's subordinate officers and men are reported to have caused no trouble as a result of their chieftain's execution and are still well in hand.

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THE LATEST PIRACY.

S.S. "HYDRANGEA" SEIZED AND LOOTED.

Yesterday morning, shortly after eight o'clock, a message was received by wireless from Waglan and passed on to the Water Police to the effect that the s.s. Hydrangea had passed Waglan just previously making for Hongkong and flying the police flag and other signals to the effect that she had been pirated. On arrival in Hongkong the vessel was ordered to anchor in the Naval anchorage where the story of another daring and successful piracy was unfolded by the officers of the ship.

The piracy of this vessel is of special interest to the Hongkong public in view of the fact that she is an ex-British war sloop, which since the War has been sold by the Admiralty to a Chinese Steamship Company, the Chi On S.S. Company of No. 235, Wing Lok Street, and converted by them for mercantile use. She possesses a rare turn of speed, probably being the fastest merchant coasting steamer running in and out of Hongkong. Her black and yellow funnel and peculiar shape are well-known to most people in Hongkong and Kowloon.

The vessel, which is one of 650 net tons, trades between here and Swatow. She carries five European officers and, owing to her fast turn of speed she is exceedingly popular amongst the Chinese. She left here on Thursday afternoon after the usual police search for arms and suspicious characters, with some 500 Chinese passengers on board and some 300 tons of general cargo. At about 6.40 p.m. when the ship was off Singly Island, at the entrance to Bias Bay, she was attacked by some fifty to sixty pirates who were on board as passengers and in a short space of time they had the European Officers, the crew and the passengers at their mercy.

At this time the third officer, a Chinese, was on the bridge with one of the quarter-masters while the master of the vessel, Capt. William Brewer, the Chief Officer, Mr. Foster, and the Second Officer, Mr. H. L. Jett, were dining together in the saloon. Similarly the Chief Engineer (Mr. J. C. H. L. Scott) and the Second Engineer (Mr. A. M. Scott) were dining in the Engineers' mess, the Third Engineer, a Chinese, being down below.

The first warning these officers had was given by the Indian Sergeant in charge of the Guard who rushed into the saloon yelling that he had been disarmed by pirates. At the same time shots were heard being fired on the deck of the vessel and as the officers scrambled out of their seats four Chinese entered the saloon and held up the officers. One of them, who appeared to be the leader, asked for the master of the ship and Captain Brewer stepped forward. He was at once ordered out of the saloon and marched to his cabin on the bridge deck, with an armed pirate on either side of him whilst another covered him with a revolver from the rear. In the cabin he was searched and a revolver which he was wearing at the time, but which he had not had time to draw, was taken from him. The pirates also seized a number of pipes which were stacked in the Captain's cabin ready for use in case of emergency. From there Captain Brewer was marched to the Guard's room where he witnessed them taking whatever arms were to be found. This done, he was again marched, still heavily guarded, back to his cabin, where he was locked up and compelled to remain during the time that the pirates were on board. The other officers were kept in the saloon and were only allowed up on deck just prior to the departure of the pirates in Bias Bay. The Indian guards were also taken by surprise and disarmed.

For the first half hour or so pandemonium reigned on board the ship. Pirates seemed to make an appearance from all parts of the ship. Amongst the first class passengers it is estimated that there were seven, whilst there were about nine in the second class and between 40 and 50 in the third class. Most of these is the third class were youngsters, as the second engineer put it, "bits of stripplings, who scarcely knew how to handle a revolver." These youngsters went about the deck firing indiscriminately and waving their fire-arms in the faces of the officers and the crew. These youths appeared to be very nervous about their job and it is said to be due to nerves that one of the pirates shot himself with his own weapon through the foot. At the end of half an hour or so things quietened down after the hardened and seasoned leaders of the pirates had enforced something like discipline amongst their own nefarious gang.

SYSTEMATIC LOOTING.

From that time onwards until the time of their departure in the early hours of the following morning the pirates devoted most of their attention to a systematic looting of the vessel. From the Captain they stole \$146 in money, besides many valuable articles of jewellery. From the Chief Engineer something like \$270 was stolen. The second Engineer also lost a large sum of money. In fact all the crew suffered heavily. It appears that just previous to their departure from Hongkong the ship's crew had received its annual bonus and had not had time to bank it and it is estimated that, from the crew, something between \$3,000 to \$3,500 was stolen in money alone. In the case of the officers all their spare wearing apparel was seized; some of them only being left with what they were wearing at the time. About the only article of value saved by Mr. Scott, the Second Engineer, was a gold ring. This he saving by taking it from his finger and dropping it into a pot of tea which was on the mess table.

Reports as to the hauls from the passengers are conflicting. At present the police are unable to form an estimate owing to the large number of passengers involved. But the ship's Officers consider that the haul must have been a big one. One of the pirates was seen to lower a sack, said to contain banknotes, into a waiting junk to be taken ashore. A large percentage of the passengers were Chinese from Singapore either going home for the Chinese New Year or going home on retirement and, as is the usual practice of migrating Chinese, they carried large sums of money with them. This in a measure confirms the supposition that the sack contained banknotes.

From the police we learn that the pirates were disappointed in their haul. One of them was overheard to remark just prior to his departure that the venture financially had been a failure. By this as it may, the passengers were searched not once or twice during the night, but many times, and most of them came back to Hongkong without a cent.

PIRATES PROVIDED THEIR OWN PILOTS.

The ship was kept going throughout the night well up into Bias Bay for about 40 miles, and at about 4 a.m. their pilot drew the vessel towards shore. He could not have been too sure of the coast for in bringing the vessel in she grounded slightly on what appeared to be a sandy beach. Here a number of junks were waiting to take the booty ashore. Members of the crew were forced to help the pirates to lower the booty and stolen cargo into the waiting junks whilst three of the lifeboats were lowered fully loaded with booty and some of the sailors were compelled to row the boats to other junks waiting in the distance. In one case some of the pirates were actually rowed ashore direct in a lifeboat.

INTENTION TO HOLD OFFICERS TO RANSOM THWARTED.

Just prior to the departure of the pirates all the imprisoned officers were taken to the Captain's cabin and there they were informed by the leader that it was their intention to take the Captain, the Chief Officer, the Chief Engineer and the Comptroller, ashore with them and to hold them for ransom. Fortunately their villa plan was not carried out for at that moment a strange ship was sighted which the pirates took to be a Revenue cruiser. They hurriedly left the ship and made for the shore. At this time they had the winches going hauling up bales of cargo from the No. 1 hold. These they ordered to stop and they stole away as quietly and as quickly as they could.

SHIP RELOADED.

It took some little time to get the Hydrangea re-loaded, but by careful maneuvering and with the assistance of the tide she left the shore and soon was steaming back for Hongkong.

It should be stated that the engine room staff was compelled to work the vessel under the supervision of one, sometimes more, of the pirates who stood guard over them with a revolver. He told them that they would not be harmed unless they disobeyed orders, and by way of encouragement told them they could have anything they liked to eat. During the night oranges were handed to them whilst the imprisoned officers were also given a similar diet, a number of oranges being thrown into the saloon to them. The pirates themselves fared well after ordering the ship's cooks to prepare supper for them.

The leader of the gang travelled first class and he is said to have travelled by this vessel on the last three occasions, apparently to learn the movements of the officers and crew.

EMPLOYEE OF THE "HONAM" ARRESTED.

An employee of the s.s. Honam which is now on the Hongkong-Macao run, stated to be a Chinese mess contractor on the ship, has been arrested in Macao. He is alleged to have had in his possession a number of toy short-arms and several coils of wire, articles considered highly incriminating in the present circumstances. The man was given a "warm reception" by the Macao detectives and is still under detention.

KOWLOON DOCK BALL.

ANOTHER SUCCESSFUL DANCE.

Kowloon Dockyard was the scene of much merriment last night on the occasion of the holding of the annual staff ball, under the auspices of the Kowloon Dock Recreation Club. Needless to state, the ball was an unqualified success. In past years it has been customary to hold the event in the spacious moulding loft in the dockyard, but this year a change was made, the first floor of the magnificent and newly-erected offices of the Company being used for the purpose. The transfer was a good one and, convenient as the moulding loft was, the facilities offered in the spacious offices was a great improvement.

The general scheme of arrangements for the ball was the temporary conversion of the whole of the first floor from offices into rooms for the entertainment of the hundreds of guests who attended. The Committee, with the kind sanction of the Chief Manager of the Company (Mr. R. M. Dyer), went to no end of trouble to make the transformation. The floors were cleared of the office furniture and refurnished and decorated on a very effective but simple scale. The plan on which the offices have been erected lent itself admirably for this. As one entered by the imposing main entrance to the ballroom, cloak rooms for ladies and gents were conveniently situated on either side of the great staircase, whilst several rooms situated at the head of the stairs were utilised. For instance, Mr. R. M. Dyer's office was placed at the disposal of the Committee and used as a Committee room, whilst the typists and typewriters in the typists' office ceased to be and in their place a well-stocked refreshment bar was erected. The secretary's office was similarly treated, it being for the nonce a card room. The counting house made an admirable lounge for those sitting out between the dances, a large number of small tables at which light refreshments were served had been installed. The drawing office adjoining the counting house was converted into the ball room and here it was that the main scheme of decorations had been carried out. This office is an exceedingly large one and full advantage was taken by the decorators of two rows of supporting pillars running down the length of the hall. These pillars were tastefully covered with trellis work through which was entwined sprigs of greenery and in addition arches of trellis work similarly covered with greenery connected pillar with pillar, giving the whole ball-room an enchanting Christmas-like effect. On the far wall opposite the entrance to the ball room from the lounge the dockyard colours were picked out in flag fashion. The orchestra was ingeniously placed above the principal draughtsmen's offices built inside the drawing office. This meant additional space for the dancers. Passing through the dance hall one entered the supper room—also large and roomy and used on working days as a dining room for Europeans and on launching days as a reception room. This room was also suitably decorated with greenery and bunting.

The music for the dancing was supplied by the Hongkong Hotel No. 1 Orchestra and the catering was also in the hands of the Hongkong Hotel Company, which is to state that both were all that could be desired. It is estimated that about 500 guests were present at the Ball, the principal guests being the Chairman of the Company (Mr. D. G. M. Bernard) and Mrs. Bernard, Mr. R. M. Dyer (Chief Manager of the Company), the Hon. Mr. A. O. Lang, Mr. J. Reid (Manager of the Taikeo Dockyard) and others.

One cannot close this notice without a reference to the display of models made in the Dockyard for the British Empire Exhibition. These models are now practically ready for despatch Home and last night will be probably the only occasion on which the general public will have an opportunity of seeing them ere they are packed up for despatch. One can only regret that the public has not been given more opportunity of seeing and admiring these delightful and skilful pieces of work, but owing to the pressure of time this unfortunately could not be arranged.

These models include a view of Hongkong by night as seen from the harbour, standing 6 feet high by about 20 ft. broad, a large relief map of Hongkong, its adjacent islands and the New Territories, a model of the Hongkong and Whampoa Dockyard and a number of models of steamers which the Yard has turned out during recent years. These models are now nearing completion and are just

RICE THIEVES IN THE HARBOUR.

MERCHANTS CONTEMPLATE FORMING A PREVENTATIVE ASSOCIATION.

Mr. W. B. Hind, appearing as the prosecuting solicitor in a case heard before Mr. J. R. Wood at the Magistracy, yesterday afternoon, in which the charge was that of stealing rice, said that the rice thieves were becoming so numerous that the rice dealers had it in mind to form an association with a view to taking steps to prevent the stealing of rice from cargoes whilst they were being unloaded.

The case was one in which a boatman was charged with stealing a quantity of rice from a steamer in the harbour. The defendant was seen to snatch the rice from a *joki* on board the steamer and to take it on board his own junk which was lying alongside. He was arrested and taken on board ship.

The defendant's excuse was that it was impossible for him to steal the rice as there were eight coolies and four storekeepers present at the time. He asked the Magistrate: "How could he steal it if they were present?"

The Magistrate found the case proved and sentenced the man to two months' imprisonment with hard labour.

CAR OVER THE BANKING.

THE HON. MR. STEPHEN'S CAR TURNS TURTLE.

A car belonging to the Hon. Mr. A. G. Stephen, Chief Manager of the Hongkong and Shanghai Bank, whilst being cleaned yesterday morning outside the garage just below the Helena May Institute, suddenly ran down the incline, crossed the road, and went over the banking falling many feet. The car was considerably damaged and was the object of curiosity to many passers-by. It was later in the day hauled back on to the road and taken away for repairs.

It is thought that one of the coolies who was engaged in cleaning the vehicle must have set the engine in motion and that it leapt forward and, before it could be stopped, it had crossed the road and fallen over the embankment.

awaiting the finishing touches. They have been built in the moulding loft where they were placed on exhibition last night. Without a doubt the most interesting of these is the very realistic model of Hongkong by night. The model has been built inside a large specially darkened cabinet. Looking through special peepholes one can see the hills of Hongkong rising dimly in the background. By an ingenious electric lighting arrangement the hills are lit up just as one sees the Peak on any clear night. In the foreground, riding at anchor in the imitation of the harbour, are a number of big ships, including an Empress vessel. The vessels are brilliantly illuminated. The model was designed by Mr. George Duncan, who also is responsible for one other very fine model, that of the Hongkong and Whampoa Dock Company's works. This also is well done and great attention has been paid to minute details. Both models do Mr. Duncan great credit. The models of the ships are the work of Mr. E. Docherty who is in charge of the Department.

The officials responsible for the ball were: Mr. D. M. Neilson (Chairman of the Dockyard Recreation Club), Mr. J. M. Smythe (Vice-Chairman), Mr. J. B. Hamilton (Hon. Secretary), Mr. C. E. Stewart (Hon. Treasurer), general committee: Messrs. Cullen, Ramsay, Mair, Greig, Dixon, Gouley. The decorations were carried out by Mr. G. Duncan and Mr. D. Keith, and Mr. F. C. Colmer was responsible for the lighting effects. The M.C.'s for the dance were Messrs. Stewart, Greig, Mair and Ramsay.

The dance programme was as follows:—

- Extra Waltz "Thru' the Night"
- 1.—Lancers "Bohemian Boys"
- 2.—Fox Trot "I want to see my Mamma every night"
- 3.—One Step "Cut yourself a piece of cake"
- 4.—Waltz "Good Night"
- 5.—Eightsome Reel "De'il among the Tailors"
- 6.—Fox Trot "Dancing Tool"
- 7.—One Step "Amelia"
- 8.—Lancers "I'm just a little Blue"
- 9.—Waltz "Stella"
- 10.—Fox Trot "Other Lips"
- 11.—One Step "Marcheta"
- 12.—Fox Trot "After every Party"
- 13.—Waltz "Beak Street Mamma"
- 14.—Fox Trot "Yes We Have No Bananas"
- 15.—Fox Trot "Caledonian"
- 16.—Caledonians "Caledonian"
- 17.—Waltz "Why Should I Cry Over You"
- 18.—Fox Trot "Who's Sorry Now"
- 19.—Eightsome Reel "De'il among the Tailors"
- 20.—Fox Trot "Gone"
- 21.—One Step "Happy"
- 22.—Fox Trot "Mr. Gallagher and Mr. Shean"
- 23.—Fox Trot "You Tell 'em I Shutter"
- 24.—Waltz "Three O'Clock in the Morning"

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Silk Hosiery
in All Shades.

NEW ADVERTISEMENTS

G. R. NOTICE.

THE Public are hereby Reminded that Private Juries, Chairs and their Drivers are due for RE-licensing on JANUARY 1st, 1924.

E. D. C. WOLFE
Captain Superintendent of Police.
Hongkong, 28th December, 1923. [1776]

NOTICE.

UNION CHURCH CHOR, assisted by a Few Friends will render J. H. MAYNARD'S CHRISTMAS CANTATA "BETHLEHEM" at 8 P.M. on SUNDAY NEXT, DECEMBER 30th.

A hearty invitation is extended to all. [1773]

WANTED CHINESE SALESMAN for English House, Must be Well Educated and of Good Address, Speak Chinese and English fluently, and would be Required to have a Guarantee of \$5,000, Good Salary paid.

Box No. 1772,
c/o Hongkong Daily Press.
[1773]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamers "EYSON" are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Hoi's Wharf. The Cargo will be ready for delivery from Godown on and after 28th December.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 4th January, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th January, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 28th December, 1923. [1771]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamers "LYCAON" are hereby notified that the Cargo will be discharged into Hoi's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Hoi's Wharf. The Cargo will be ready for delivery from Godown on and after 27th December.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 4th January, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 15th January, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th December, 1923. [1767]

HUGO STINNES LINEN.

NOTICE TO CONSIGNEES.

THE Steamship "EMIL KIRDORF" having arrived, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered on Thursday, the 3rd January, 1924, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 3rd January, 1924, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before Saturday, the 15th January, 1924, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

BEUTER, BROCKELMANN & CO., Agents.
Hongkong, 28th December, 1923. [1768]

"TUT-BITS" interests and amuses readers of the world over. It is a household word wherever the English language is spoken. Thirteen shillings per annum ensures the regular arrival to your door every week. Tut-Bits is familiarly known as the "Green" U.K. Remittance should be sent to GEORGE NEWNES LTD., 4, Southampton Street, Strand, LONDON, W.C.2.

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INTIMATIONS

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1913, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on TUESDAY and WEDNESDAY, the 1st and 2nd JANUARY, 1924.
Hongkong, 27th December, 1923. [1769]

INTERPORT RUGBY.

HONGKONG F.C. v. SHANGHAI R.F.C.

At CLUB GROUND, HAPPY VALLEY on WEDNESDAY, JANUARY 2nd, 1924.
Kick off 4 P.M.

ADMISSION:
Covered stand, Members ... \$1.00.
Non-Members ... 2.00.
Open stand ... 50 cts.

Booking at MOUTRIE'S.
Club Members from 24th—27th inst. inclusive.
Non-Members on and after 28th inst.

NAVY v. SHANGHAI R.F.C.

On THURSDAY, JANUARY 3rd, 1924.
Kick off 4 P.M.

ADMISSION:
Covered stand, Non-Members ... 50 cts.
Open stand ... 20 cts.
[1766]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate 3/4s 7496 dated Hongkong 5th April, 1922, for Five Shares of this Bank numbered 82679/82680 inclusive registered in the Name, Mrs. GLADYS MARIA ECA DA SILVA ABELLA has been destroyed by Fire, and should this Certificate not be produced to the Bank before the 17th January, 1924, a New Certificate for the Shares will be issued, and the aforesaid Certificate No. 3/4s 7496 will be thereafter treated by this Corporation as Null and Void.

By Order of the Court of Directors,
A. G. STEPHEN,
Chief Manager.
[1766]

NOTICE.

UNION INSURANCE SOCIETY OF JANTON, LIMITED.

CERTIFICATE No. A/63 for Nine Shares, 24 per share paid up, numbered 98943/98951 in this Society standing in the name of KWONG SING LUNG of Yokohama has been declared LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming the said Certificate will be cancelled and of no effect, and a New Certificate for the Nine Shares will be issued in its stead by the Society.

C. MONTAGUE EDE,
General Manager.
Hongkong, 11th December, 1923. [1766]

VEREENIGDE NEDERLANDSCHER SCHEEPVAART-MAATSCHAPPIJ (UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN (HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.
FROM AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN.

THE Steamship

"OLDEKERK"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves delivery may be obtained.

Goods not cleared by the 2nd January, 1924, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on the 2nd January, 1924, at 10 a.m., by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN, General Agents.

Hongkong, 24th December, 1923. [1765]

RICKMERS LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG AND ANTWERP.

THE Steamship

"ODIN"

having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 31st inst., at 10 a.m., by Messrs. Anderson & Ash.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 2nd proximo, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

NAAMLOOS VERVOERMAATSCHAPPIJ (LTD.), Agents, Rickmers Line.
Hongkong, 28th December, 1923. [1768]

INTIMATIONS

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During the NEW YEAR Festivities, OUTFIT, PLATE, CHINA, GLASS and TABLE LINEN.

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Manager.
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FURNISHED APARTMENTS in Kowloon with Gas Cooker and Servants' Quarters. \$65.00 Per Month. 2 Minutes from Ferry. Apply Z, c/o Daily Press Office. [163]

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HONGKONG, DECEMBER 29TH, 1923.

RESIGNATION OF THE JAPANESE CABINET.

The Japanese Government which has just resigned has had a very brief life. It will be remembered that Count YAMAMOTO formed his Cabinet while the Capital of the country was being consumed by flames following upon the devastating earthquake of September 1st.

Business arising out of this unparalleled disaster has practically monopolised the attention of the Cabinet ever since, and its early resignation had been predicted recently owing to the opposition offered to some of the Government's reconstruction proposals.

At the time Count YAMAMOTO was chosen to succeed the late Admiral KATO as Premier a writer in the Times remarked that the choice showed how little the real rulers of Japan concerned themselves with Parliamentary Parties or the obligations of the Press.

They seemed to be satisfied that authority remained with the inbred traditions of the Elder Statesmen, and, above all, with the Throne. But it is plainly being shown that the position of this school of statesmen cannot continue indefinitely unchanged.

The Japanese people are no longer inarticulate, or powerless. The Opposition in the Diet insisted on a reduction of no less than 140,000,000 yen in the budget the Government submitted for reconstruction work after the earthquake.

Making a virtue of necessity the Government accepted the reduction in order that there should be no delay in proceeding with the work of restoration. Later the Government announced its proposal to assist the insurance companies and asked for an appropriation of 180,000,000 yen for this purpose, which represents ten per cent. of the estimated total liabilities of the Japanese insurance companies on property destroyed by the earthquake.

The companies took the stand that their contracts did not make

them liable for losses caused by earthquake. The Government took the view that this was a matter for the Courts to decide, but, feeling that in the general interests of the country it was impossible to leave the matter there, it made an appeal to the insurance companies to make an *ex-gratia* payment. As a consequence of this Government pressure, the companies agreed to make a payment of ten per cent. of the value of the policies, but asked the Government for financial assistance to enable them to do so, and the Government recognising that any payment at all was impossible without this assistance agreed to make the loan. There appears to have been considerable opposition to the Government's scheme, and the authority of the Government to "subsidise the domestic fire insurance companies" has been challenged. That there should exist differences of opinion on such great questions as these is not surprising. The astonishing thing would be if it were solely the criticism of these measures that led the Government to resign. A day of two ago we published an announcement of the resignation of Mr. DEX, Minister for Agriculture and Commerce, who has taken a prominent part in the formulation of the Government's programme of reconstruction. It has been quickly followed by the announcement of the fall of the whole Ministry; but though the position of the Cabinet was described in the Japan papers a fortnight ago as "critical," we fancy it might easily have weathered the storm in connection with the reconstruction and insurance questions had it not been for the dastardly attempt made by a crazy youth to assassinate His Imperial Highness the Crown Prince. The sense of responsibility in Ministers in Japan where anything that concerns the personal safety or reputation of the Imperial Family is very real and acute. We believe that the history of Japan has no previous record of an attempt to murder a member of the Imperial Family. In the minds of the Japanese people, the enormity of the crime would reflect upon the Ministry, and especially upon the Home Minister who, having control of the police, is most directly responsible for the protection of the sacrosanct person of the Prince Regent. The fact that Viscount Goro, who was Home Minister, is widely suspected of Socialistic sympathies, from the mere fact that he invited M. JOFFE, the Russian Envoy to Japan and entertained him while there, doubtless aggravates the ministerial responsibility in the minds of possibly quite a large section of the Japanese public. We shall doubtless learn that the attempted assassination had more to do with the resignation of the Ministry than the other difficulties we have enumerated in connection with the devastation caused by the earthquake, but it remains to be seen whether the resignation will be accepted. A change of Government at the present time can lead to little, if any, change of policy.

General Yang Ting-pui, late Acting Garrison Commissioner at Canton, has committed suicide by jumping into the river. His body has not yet been recovered. In recognition of his services to the Constitutional cause, the Generalissimo has ordered that a memorial service be held in his honour.

The King's speech proroguing Parliament on November 18th contained the following passage:—"I deplore the disaster which has recently befallen Japan. The heartfelt sympathy of My country is with the Japanese Government and people, our former Allies and close friends, who are bearing this national tragedy with characteristic fortitude and heroism."

Colin Marshall, of Shanghai, who won the Peace Memorial Scholarship in open competition for boys of British parentage throughout China, is going Home by the P. and O. Kaiser-i-Hind, to Forestry and Horticulture at the University of Oxford, where Mr. Marshall's father, the late Mr. W. W. Marshall, M.A., B.C.L., F.R.S.L., barrister of the Inner Temple, took his degrees. Mrs. Marshall is accompanying her son, and will remain in England for a few months before returning to Shanghai. The scholarship, which is one of the largest in the world—being even more pecuniarily valuable than the famous Rhodes Scholarship—is the anonymous gift of a Shanghai resident. It is one of two scholarships, from the same generous donor, and provides approximately £450 on each scholarship.

GOVERNMENT HOUSE.

His Excellency and Lady Stubbs will give two small dances at Government House on Friday, January 25th, and Friday, February 1st, respectively.

On Christmas Day His Excellency and Lady Stubbs entertained a large party to dinner. Amongst the guests were H.E. Admiral Sir Arthur and Lady Leveson, Commander and Mrs. Thursfield, Flag-Lieut. Penney, R.N., H.E. Dr. and Mrs. de Freitas, H.H. Sir William and Lady Rees-Davies, Hon. Mr. Messer, Hon. Mr. Creasy, Hon. Mr. and Mrs. Stephen, Sir William and Lady Brunyate, Mr. and Mrs. Holt Gale, Sir Eric and Lady Stuart Taylor, Capt. and Mrs. Dickens, Capt. and Mrs. Brodie, Comdr. and Mrs. Watson, Comdr. and Mrs. Watkins, Mr. and Mrs. Boyd, Miss Caldwell, Mr. and Mrs. Redmond, Miss Addis, Miss Beatrice Wilson, Mr. W. G. Higgins, Mr. and Mrs. Dyer Ball, Captain Hey, Midshipman Roberts, R.N., Midshipman Lindsay-Watson, R.N.

On Boxing night His Excellency, attended by Capt. R. Neville, A.D.C., was present at the dinner given by Hon. Mr. and Mrs. A. G. Stephen, at their house in St. John's Place, for the staff of the Hongkong and Shanghai Bank. Lady Stubbs was unable to attend owing to a slight cold.

On Tuesday, January 1st, His Excellency will be present at the Battle Memorial Parade of the Bombay Grenadiers at Kowloon at 10 a.m. On the afternoon of the same day His Excellency and Lady Stubbs will visit the Kowloon Cricket Club on the occasion of the Club's Annual Children's Sports.

On Wednesday, 2nd, His Excellency, with a party from Government House, will be present at the Interport Rugby Football Match.

TERCENTENARY OF ST. FRANCIS DE SALES.

ENTERTAINMENT IN THE CLUB LUSITANO.

To commemorate the tercentenary of St. Francis de Sales, the patron of Catholic writers and journalists, an entertainment was held in the Club Lusitano, last evening, under the patronage of the Right Rev. Dr. D. Pozzoni, Bishop of Tavia and Vicar Apostolic of Hongkong.

There was a large audience, including Bishop Pozzoni and many prominent members of the Catholic Community and the entertainment was thoroughly enjoyed. The principal contributors to the programme were: "The Nightingale" band under the conductorship of the Rev. Father A. Rignati, Miss C. Hyndman, Mrs. E. M. Quark, Mr. E. G. d'Aquino, Miss A. A. Rosello, who sang solos, Mr. C. Olive contributed two monologues, and Messrs. W. G. Fitzgibbon, A. A. Almeida, J. P. Braga and Madame M. T. Carreira delivered appropriate addresses. The accompanists were Mrs. V. Gonçalves and Madame C. Albuquerque e Castro.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

THE AFGHAN MURDERERS.

FIGHT WITH REGULARS AND TRIBESMEN.

LONDON, December 27th.
An official telegram from Kabul reports that a force of Afghan regulars and tribesmen encountered a band reported to include the Landi Kotal murderers. There were a number of casualties on both sides. The murderers escaped.

EARLIER CABLES.

INDIAN NATIONAL CONGRESS.

AN EASTERN FEDERATION.

COCANADA, December 27th.
Presiding at the Indian National Congress, Mr. Mohamed Ali advocated organized non-co-operation, and welcomed the attempt to establish an Eastern federation for understanding among Asiatic peoples. He declared if Mr. Gandhi were not released within a year to receive the Swaraj charter, they ought to unfurl the flag of an Indian Republic.

GERMAN SEPARATIST MOVEMENT.

HEAVY SENTENCE FOR POLICE.

DUESSELDORF, December 27th.
The court-martial trying the Green police in connection with the disturbances in October arising from the Separatist movement has sentenced Gratzner, the Prefect of Police, to expulsion and twenty years' hard labour. Others have been sentenced to varying terms up to ten years' solitary confinement.

FRANCE AND CZECHO-SLOVAKIA.

IMPORTANT TREATY DRAFTED.

PARIS, December 27th.
As an outcome of President Masaryk's visit in October, a treaty has been drafted between France and Czechoslovakia providing for close co-operation in political, economic and military spheres especially aiming at the maintenance of the new status of Europe under the Peace Treaty. The treaty will be signed in a few weeks. "A BRIDGE BETWEEN PARIS AND MOSCOW."

LATER.

That the alliance between France and Czechoslovakia may eventually prove a bridge between Paris and Moscow is the opinion held by a number of French newspapers, which declare that M. Benes, in the course of the negotiations, said he was of the opinion that as Soviet Russia would shortly be recognised by a British Labour Government, France and Czechoslovakia might immediately do likewise.

THE "MOLDAVIA" FIRE.

VESSEL'S HULL UNDAMAGED.

FREEMANTLE, December 27th.
The fire on the s.s. *Moldavia* has been extinguished. Number three hold is being pumped out. A portion of the cargo will be landed. The hull apparently is undamaged.

COMMUNISTS' UNEASY.

THE "PRAVDA" TO BE CENSORED.

RIGA, December 27th.
Alarm and excitement is arising from the publication of opposition articles in the *Pravda*, and the Political Bureau has authorised Zinoviev to examine every copy before publication.

LATEST CABLES.

OBITUARY.

M. A. G. EIFFEL.

PARIS, December 27th.
The death is announced of M. Alexandre Gustave Eiffel.
[M. Alex. G. Eiffel, the noted French engineer, best known as the builder of Eiffel Tower, Paris, 1889, constructed the bridge over the Duro, Portugal, and the Viaduct of Garabit, Cantal. Deceased, who was an honorary member of the Engineers' Institute in London and held a number of important decorations, was in his 82nd year.]

LATEST CABLES.

LOSS OF THE DIXMUDE.

BODY OF COMMANDER FOUND AT SEA.

PARIS, December 27th.
The Italian Authorities state that the body of the commander of the Dixmude has been picked up by fishermen near Gergenti.
LATER.
An official announcement states that the Dixmude was lost at sea.

EARLIER CABLES.

PARIS, December 27th.
A message from Algiers states that outposts in Mid Sahara report seeing the Dixmude drifting from Insalah towards Hoggar.

LATEST CABLES.

THE MEXICAN REBELLION.

FEDERAL COLUMN JOINS INSURGENTS.

VERA CRUZ, December 27th.
Rebel Headquarters announces the capture of the Federal General, Gardenas, with his entire staff and 300 cavalry at Irapuato. The remainder of the Federal column then joined the Rebels.

EARLIER CABLES.

A MEXICAN PEACEMAKER.

MEXICO CITY, December 27th.
The *Exelsior* reports that General Flores, the Governor of Sinaloa, and a presidential candidate, has initiated a new peace move, details of which are unknown, but it is understood they are the outcome of conferences between Flores' emissary and Generals Obregon and Huerta, and several rebel Generals.

TIDAL WAVES.

TWO KINDS.

A writer in the November number of *Harbour* (Australia) writes—
In July last the coasts of Korea were swept by a tidal wave, and great damage inflicted on shipping and on the coastal populations. In August, simultaneously with the disastrous earthquake in Japan, a tidal wave swept the shores of the Bay of Idzumo, and just about the same time tidal waves were prominent features of the news from Hongkong and Formosa. Not a great deal is known about these disturbances of the ocean. In general these waves rarely exceed fifty feet in height, naturally varying with the distance from the original centre of disturbance travelled. The worst tidal wave Japan has experienced was in 1893, when a distance of 300 miles was swept over before the wave reached shore. This, however, was exceeded by the great Portuguese disturbance of 1755, when the waves reached the American coast. The force generated by such a wave is impossible to estimate, but is naturally enormous. As a general rule, tidal waves are not dangerous to navigation unless the ship is badly manœuvred and close to the original source of the disturbance. What it is like then cannot be said, for no ship has survived to tell the tale. The present writer in 1906 saw a tidal wave, or *raz de mar* as it is called in Spanish, at Havant, and a photograph secured on that occasion showed the wave to be about forty-two feet high. The result of that wave was the practical devastation of the Malecon and the part of the city lying on the shore.
Tidal waves are of two kinds. One is formed by the sudden upheaval of the bottom of the sea, and the other by the sudden sinking of the bottom of the sea, due to earthquake. The latter is the more dangerous, as there is no warning. The wave just rises and rolls in, sweeping away everything within reach. Generally, too, there is only one wave, and the business is done. The earthquake type of wave is different, and warning is given by the sudden recession with great rapidity of the water along the coast, which is sucked away by the dropping of the bottom. Then comes the wave then another sucking away of the water and a second less violent wave, and these continue with diminishing force until the seismic disturbance has exhausted its energy. Both types of wave would be called seismic by the laymen, but the scientists differentiate between an earthquake which raises the bottom of the sea bed and one which lowers it.
Whilst on the subject we may mention the report of the Eastern Cable Company on alterations in soundings on the South Atlantic Cape route. This cable was laid in 1899, and at that time soundings were taken every fifty miles. Recently a break in the cable occurred and a ship was sent to the spot to fish up the ends and to repair them. At that spot the recorded sounding was three miles 2,640 fathoms. Soundings were again taken when only 290 fathoms were found, showing that in the intervening twenty-four years since the cable was laid the bed of the Atlantic had risen in that region by two miles and a quarter. It is believed that from the Cape Verde Islands a chain of submarine mountains runs south-west to the Falkland Isles, and the theory is advanced that these mountains are rising through the sea.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

FRENCH BOXER INDEMNITY.

NOT TO BE PAID IN GOLD FRANCS.

PEKING, December 27th.
It is reliably reported that "at a Cabinet meeting held this afternoon it was resolved to send a Note to the French Legation to-morrow refusing to accede to the French demand for payment of the Boxer Indemnity in gold, basing the objection on the 1905 agreement and Parliament's decision in October last."

CHINESE NOTE TO THE POWERS.

LATER.
The Waichiaopu yesterday afternoon sent a Note regarding the gold franc to the Ministers of the eight Powers who were signatory to the protocol of 1901.

JAPANESE HOME MINISTER RESIGNS.

ACCUSED OF HAVING SOCIALISTIC TENDENCIES.

TOKYO, December 27th.

Count Goto is reported to have resigned, assuming responsibility for the attack on the Prince.
Count Goto has been accused, since the invitation to M. Joffe (Russian envoy extraordinary) to come to Japan, of having Socialistic tendencies.
The Seiyukai threatened to introduce a vote of non-confidence in the Diet because of the allegation that he supplied Otsugi (the murdered Socialist) with funds.
Count Goto's residence and Socialist centres are closely guarded for fear of anti-Socialist outbreaks.

PRINCE REGENT'S ASSAILANT.

A STUDENT IN REDUCED CIRCUMSTANCES.

TOKYO, December 28th.

The Prince Regent's assailant proves to be Daisuke Namba, aged twenty-five, a student of Waseda University, whose circumstances compelled him to work as a labourer. He is interested in communism. He declared he had no associates. Namba was seriously injured by the crowd, which seized him before the police effected his arrest.

A GENERAL ROUND UP OF ANARCHISTS.

TOKYO, December 28th.

The Prince Regent's assailant was Daisuke Namba, a twenty-four year old Socialist, son of a Senator. Two accomplices, who were arrested along with Namba, were seriously injured by the crowd prior to their arrest.
A general round-up of Anarchists has begun.

The residence of Count Goto, who is accused of having Socialistic tendencies since he invited the Soviet Envoy, Mr. Joffe to come to Japan, and Socialist centres in the city are closely guarded for fear of anti-Socialist outbreaks.

[BY COURTESY OF "THE DAILY BULLETIN"]

ARREARS OF MILITARY EXPENSES.

PEKING, December 27th.

Sun Chuan-fang, Tuli of Fukien, telegraphically requests the Government to pay the arrears of military expenses incurred by him while Commander-in-Chief in the Upper Yangtze.

The telegram has been referred to the Military Council.

DESTITUTE RUSSIANS.

PEKING, December 27th.

Learning that the Government has no definite plan for aiding the destitute Russians sent from Sinkiang to Peking, Yang Tseng-shan, Tschun of Sinkiang, informs the Government that he has cancelled the orders for a second batch of Russians to leave there for Peking. The Sinkiang authorities will do the best they can for these poor people, pending arrangements being made for their return to Russia.

GOLD FRANC QUESTION.

CHIHI DENOUNCES GOVERNMENT.

PEKING, December 27th.

The Chihi Provincial Assembly has issued a circular telegram denouncing the Government on the ground that it has been negotiating with the French Legation with a view to settling the gold franc question in accordance with the French wishes.

This action of the Assembly is said to be due to Wu Ching-lien's influence.

In view of this and other anti-Government propaganda, President Tiao Kun has despatched General Li Yen-ting to Loyang to explain the latest developments to Wu Peifu.

SUCCESSFUL MANILA SPECULATOR.

GOVERNOR-GENERAL'S SON ADMITS HUGE PROFITS.

MANILA, December 27th.

Lieutenant Osborne C. Wood, son of and aide-de-camp to Governor-General Wood, has admitted that he made \$700,000 or \$800,000 gold speculating in Wall Street by cable.

Governor-General Wood made his son discontinue operations, which he regarded as legitimate but as affording grounds for gossip.

Lieut. Wood began by investing in Standard Oil in New Jersey on a small scale, which rose 60 points last year, enabling him to make further ventures.

Lieut. Wood made considerable amounts in exchange. He denied having any Philippine investments.

Lieut. Osborne C. Wood is 28 years old.

DEEP SEA RESEARCH.

OBJECTS OF MR. MITCHELL-HEDGES' NEW EXPEDITION.

Mr. Mitchell-Hedges, the explorer and deep sea research expert, of Crill, near Falmouth, Lady Richmond Brown, and Miss G. Macbeth (who will act as secretary in the whole of their writing and scientific work), left England on November 28th on board the *Coronado*, from Avonmouth to Jamaica, which island (and later Panama) they will make their headquarters for their deep sea research work.

It is understood that Sir Sydney Harmer, the director of the Natural History Museum, South Kensington, has asked Mr. Mitchell-Hedges to make a study of dolphins (of which comparatively little is known) in the interests of science and for the Museum. There are also many other specimens which the Natural History Museum are anxious he should endeavour to collect for them, and, as discussed when Mr. Mitchell-Hedges addressed the Zoological Society of London recently their headquarters, that body is making arrangements for the transport of a sea-cow (a tropical marine mammal, which when full grown is 10 to 14 feet in length, and feeds on sea grass), should he be fortunate enough to get one.

Up till now it never has been possible to obtain a single specimen to exhibit to the public in the Zoological Gardens, owing (1) to the great difficulty in capturing one alive, (2) the transportation; and should one be obtained it would rank among the most remarkable and interesting exhibits.

The Zoological Society, which have just spent £26,000 on building their fine aquarium, also will be greatly enriched if Mr. Mitchell-Hedges and Lady Richmond Brown can manage to secure and land safely in this country various specimens of live turtles and other curious marine creatures.

It is whispered that this present expedition by these well-known explorers will be really a preliminary observatory one, as arrangements are being made at the present moment for a most ambitious programme after their return, for the fresh data which they will undoubtedly acquire.

Mr. Henry Scott Tuke, R.A., seems to have so sensed the atmosphere created by Mr. Mitchell-Hedges and Lady Richmond Brown in their lectures and writings that he has decided to accompany the party, and hopes to portray on canvas some of the remarkable scenes of which there is no doubt he will be an eye-witness. Royal Academicians are proverbially conservative, and it will be interesting to see the effect the lure of the tropics has on Mr. Tuke's work.

THE CHERVONETZ.

A Moscow message dated December 13th says:—

Beginning from to-day, the foreign exchanges will be quoted in "chervonets" (10 rouble banknotes, guaranteed by gold reserve and foreign securities). On the 13th inst. the pound sterling was quoted at 0.75 "chervonetz," the American dollar, at 2.18 "ch."

The relations between one industry and another are wonderfully interwoven, property in one industry translated into wages causes increased consumption in many others, and the circle is ever widening like the ripples made by a stone thrown into a lake.—*Mr. Edgar Smith.*

OUR LONDON LETTER.

RETIREMENT OF A CELEBRATED ENGLISH JUDGE.

FASHIONS AND THE WEDDING OF THE KING'S NIECE.

[FROM OUR OWN CORRESPONDENT.]

LONDON, November 15th.

THE "RUSH" ELECTION.

The unexpected happened over the General Election, and, contrary to all the warnings they received, the Cabinet decided to take the plunge before Christmas. In recent articles I described the opinion of the country as being distinctly against a "rush" election, but there was the danger of the Prime Minister having to walk the plank under extreme pressure by the out-and-out Protectionists. This is what in fact happened. Mr. Baldwin could not help himself.

The result of the polling will be known to you before this article arrives by the mail. The only comment I will make now is that the suddenness of the Prime Minister's surrender to the wire-pullers of the Party has surprised everybody, including his staunchest supporters, who anticipated a loss in business through a General Election with all the inevitable disturbance it involves in the middle of the Christmas shopping season; and it is distasteful to the man in the street, who thinks it is a rather mean kind of political trick to endeavour to change the fiscal policy of the country at a fortnight's notice.

IN THE DARK.

I suppose this is the first General Election where a Prime Minister decided to go to the country on a great issue without first explaining his policy. Mr. Baldwin appears to be waiting for a report by the Departmental Committee on Tariffs which he appointed, or for the advice of the Advisory Committee which he set up this week. This means, of course, that the electorate will be requested to give their votes for Protection first and learn in detail what it commits them to afterwards. It is asking for a blank cheque. But this cannot be avoided since the rabid advocates of a tariff have taken command of the Conservative ship.

COTTON CONTROL.

There is satisfaction in Lancashire that there are now good hopes of agreement over the vexed question of the control of the cotton industry. For a long time this has been urged as absolutely necessary in order to meet the trade from disaster. Hitherto it has been impossible to get the various sections of manufacturers to agree to control of output and prices. At a meeting a few days ago, however, it was decided to accept regulations that will have this effect. The first proposal was to limit control to the American section and leave the Egyptian section out; but such an important exception would have been fatal to the success of the scheme.

As a result of protracted discussion, it has now been agreed to bring the whole industry under control. I understand that the fine cotton spinners are not satisfied, but it is believed they will eventually come into line, and it is essential that they should co-operate. The importance of the proposal for control may be judged when it is stated that for some time the losses which are being incurred amount to about a million pounds sterling per week in the aggregate. The banks have been assisting the industry pending agreement on the basis mentioned above.

THE EX-CROWN PRINCE.

"Little Willie's" dash across Europe in a motor-car from his retreat in Holland to his estate on the borders of Poland has been received here with a contemptuous silence. In pre-war times the ex-Crown Prince was generally regarded as a feather-weight, if not a nincompoop; and it is considered unlikely that the German people will rally to his side in any numbers. His movements will be watched, for no credence is given to the statement that he has returned home merely to enjoy the domestic felicities with his wife and family. For one thing, he was never noted for the domestic virtues.

There are some competent observers who think "Little Willie" intends, if an opportunity offers, to head a movement for the restoration of the monarchy and the House of Hohenzollern. Reports from Germany are extraordinarily conflicting; but the fact that Ludendorff was permitted to retire to his pleasant villa after his abortive revolt seems to suggest that the strength of the Monarchist either actual or potential is not negligible. As Bavaria is under martial law a revolt of the nature in question means that the General is guilty of high treason and therefore ought to have been "shot at dawn."

LOCAL OPTION.

The Prohibition fanatics who work from London are in chastened mood as a result of the set-back to their hopes in Scotland. The Scots, who have a proper regard for "the wine of the country," administered a cold douche to the extremists, who are now sending out "feelers" for a change of procedure so as to avoid, if possible, a similar verdict when the time comes for another attempt to work the Local Option oracle.

I hear that the question of expense is also agitating the wire-pullers. It is estimated that not less than £20,000 has been taken out of the ratepayers' pockets in connection with the attempt to enforce total abstinence in districts where there was a large expenditure by various propaganda bodies preparatory to the polling. The opinion is "The Trade is that a new plan of campaign in Great Britain will be invented, and that most likely it will take the form of a demand for a reformed public-house. We shall see in good time. Meanwhile, the general public have become aware of what Local Option, if adopted, would mean—namely, government by fanatics, and the curtailment of personal liberty.

CHURCH AND STAGE.

Miss Sybil Thorndike, who is playing in Henry Arthur Jones's very successful drama, "The Lie," at the New Theatre, has received many congratulations on the Honorary Degree of Doctor of Laws conferred upon her by Manchester University. In theatrical circles this is taken as a compliment to the whole London stage. Miss Thorndike in private life is Mrs. Lewis Casson, wife of the well-known actor and producer. She is a native of Gainsborough, and is a daughter of the late Canon Arthur Thorndike. In this respect she may be considered a link between the Church and that Stage, like the Vanburghs-Violet and Irene—whose father was Prebendary Barnes, of Exeter.

CHANGING WEDDING FASHIONS.

It is noted as a sign of the times that Princess Maud, the King's niece, on her marriage with Lord Carnegie, wore no orange blossom. Also, as a matter of interest to women, she did not wear her veil over her face when entering the church, in accordance with tradition and custom, and although her dress was sleeveless she wore no gloves, and she carried neither sheaf of flowers, nor prayer-book, nor even a bag.

These are indications of changing fashion in regard to dress at weddings. The symbolism of the veil is becoming a thing of the past. White is often discarded, and in recent times we have had numerous pink or blue or golden weddings, and even green has been used for bridesmaids' dresses although it is a colour deemed unlucky on such occasions.

Princess Maud, who is very tall, looked a stately bride, and she was given away by the King. The bridegroom being in the Guards' Chapel, Wellington Barracks, St. James's Park, it was essentially military and spectacular, the red and gold full-dress uniform of Guardsmen making the scene in and outside the Chapel exceedingly brilliant. Among the numerous Royalties present Queen Alexandra attracted special attention, presenting as she did a graceful and still erect figure.

MR. JUSTICE DARLING'S RETIREMENT.

Mr. Justice Darling's retirement as one of His Majesty's Judges is the subject of much agreeable comment on the personality and his success on the Bench. He is 74, but is still mentally and physically alert and active; but he has always been attached to Literature, and intends to take his ease with his books. The verdict of the Bar on his judicial career is generally that he was a good judge though not a great one. There was considerable surprise when he was appointed 20 years ago, as he was a comparatively young man for the position, and he had not made any striking name for himself in the Courts. But he had done what is sometimes better as a means to advancement—he had fought two hopeless electoral contests for the Conservatives; and then won a sensational Conservative victory at Deptford.

The newspapers have always been partial to Mr. Justice Darling, chiefly because he was an unfailing source of good "copy." His lucubrations on the Bench was proverbial; indeed, it was often rather too much for the members of the Bar. His humour often attained the level of wit of a high order. It was never unkindly meant. In this Court, he once said, we can't allow more than one person to tell the truth. He defined a gentleman by saying "He suffers from gout," and he satiated long-winded speeches of counsel by a stanza:—

Could I enforce the golden line,
When counsel counsel counsel
Ere midnight night has come to die,
And close this dull Assize.

SIR JAMES BARRIE.

There is regret everywhere that Sir James Barrie has broken down in health, and that he has had to enter a London nursing home. He is not naturally a strong man, and the fact that he has been engaged in the rehearsal of "The Little Minister," which is being revived at the Queen's Theatre, is held accountable for his present ill-health. He is said to be suffering from over-strain.

Sir James, who is in his 64th year, has three plays now running in London. "What Every Woman Knows" is at the Apollo, "The Will" at St. Martin's, and "The Little Minister" already mentioned. "Peter Pan," his wonderful children's play, is to be produced for the Christmas season with Miss Gladys Cooper as Peter.

The remark has been made that a visitor to London might well be excused for thinking that the West End stage was owned by a man named Barrie. His revivals are proving as popular as the pieces were when they were first produced. One explanation given for this is that there has been too much realism in recent years, and the public eagerly turn to Barrie's plays, which take folk out of themselves, as it were, into a world of fancy and whimsicality where such sordid things as income-tax and unemployment are unknown. Theatrical managers find that Barrie's plays pay.—H.B.

SAYINGS OF A WEEK.

I believe that the English Press is the best in the world.—*Viscount Althorpe.*

We are all criminals, but being discovered is the unfortunate thing.—*Mr. J. A. R. Collins (Chambers magazine).*

It is impossible to increase direct taxation without striking at the springs of industry.—*The Marquis of Salisbury.*

I do not think any amount of advance in scientific knowledge will take the place of kindly impulses.—*Mr. Bertrand Russell.*

Division of labour is producing a mass of men who cannot do anything and who do not understand how anything is done.—*Mr. Bernard Shaw.*

Great as is the British Empire, the world is still bigger, and it is full of people who are ready and willing to buy from us when we can offer them commodities which they want at prices which they can pay.—*Mr. A. J. L. Lippard (in the Financial News).*

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PRINCESS PLESS.
STORY OF HUSBAND'S NULLITY PLAN.

AFTER 32 YEARS OF MARRIAGE.

Prince Pless, who married in 1891 the beautiful Mary Theresa Cornwallis West, sister of Constance Duchess of Westminster, is according to an article contributed by Dr. George Froese to the *Monting Morgen* (Berlin), seeking to have the marriage annulled.

It is common knowledge that the union has not been happy, and the position of the Princess was difficult during the war.

It would be easy enough for the Prince to get a divorce on the ground of incompatibility of temper, but he desires to marry the daughter of one of the great Catholic nobles of Austria, the late Hugo Prince Dietrichstein, and neither her family nor her conscience would permit the young countess to defy the Catholic Church and contract a secular marriage with a man whose first wife was still living.

The Prince, despite his 62 years, is in love and sees his only chance of success in bringing the case for nullity before the Marital Court of the Vatican. He was, it is true, married more than 30 years ago, and there are three children of the marriage, but his advisers consider that he has a chance of annulment in the Roman Court on the ground that he was not a free agent.

The Catholic Church lays down that both parties to a marriage must be free agents to give their consent. Yet a suit for nullity on such grounds is very rare. The most famous in modern times was that brought by the Princess of Monaco, before her marriage Lady Mary Douglas-Hamilton, who was able to convince the Roman court that when she was married at the age of 18 she was not a free agent but was forced to go through the ceremony against her will.

The Prince is a Protestant.

"FAIRY PRINCESS."

Princess Pless, in addition to being a sister of Constance Duchess of Westminster, is also a distant cousin of Earl de la Warr. She was married in London in December, 1891, when she was 17, and the ceremony was the event of the season.

She went to live in Germany, the Principality of Pless being in Silesia and Furstenstein, the Pless home, in Bavaria. The Germans christened her the "Fairy Princess," for she fulfilled the Teuton ideal, with her tall, slender figure, her well-poised head, and her wealth of true golden hair.

During the war she nursed the wounded in Berlin. In 1918 she returned to London for a time.

ADVENTURES AMONG CANNIBALS.

Commandant Marcel, of the French army, who has just completed one of the most hazardous journeys of modern times in South America, has now returned to Paris, and will shortly relate to the Geographical Society the story of his adventures among the only surviving group of cannibals in the valley of the Amazon. Since 1870 no white man who attempted to explore this tract of country had ever emerged from it. Commandant Marcel's most interesting experiences were among the cannibal tribes known as the Matuzas, or "Assassins," with whom he lived for two months, observing their strange customs. Women among these primitive people get neither glory nor consideration. She is robbed of all credit even for her own particular function of motherhood, for when a child is expected the mother goes alone into the forest and stays there until it is born. She then returns, and, placing the child in her husband's arms, goes straight about her ordinary duties. The husband, however, celebrates the occasion by going to bed for eight days, during which time he pretends to be very ill, moaning and feigning extreme weakness. Of course, he has to be specially fed and carefully nursed during this period, at the end of which he struts forth full of pride in his fatherhood. Parental pride, however, only lasts until the child is old enough to walk, for the little one is then left to pick up for itself and generally leads an independent life except that obedience and reverence must be rendered to the father. Cannibalism is practiced not for the sake of appetite, but as a means of self-improvement. The victims are roasted whole, but only the head is eaten, since the cannibal believes that by eating a human head he becomes the possessor of the powers and virtues of its owner. To be eaten is a compliment, but Commandant Marcel preferred to decline it. *Daily Telegraph.*

A MERRY WIDOW.

An Englishwoman recently wrote to a newspaper that she began life as A. Mann (Alice Mann). She married a Mr. Husband and so became A. Husband. He died and she married again, this time a Mr. Maiden. Becoming a widow for the second time, she concludes that though born A. Mann, she will die A. Maiden.

CONVICT'S PATHETIC PLEA.

Arthur Gray, an ex-convict, when sentenced at Derby to three months' imprisonment with hard labour for having failed to notify the police of his change of address, declared: "I would sell my soul to God, man, or devil to get out of the country. I am homeless, friendless, and useless. I tried to commit suicide in gaol because I knew I would have no prospects when released. I slit my veins, but the prison doctor pulled me round. They will neither allow me to die nor to live." The court missionary suggested that, in view of unemployment, convicts should not be liberated before they had served their full sentence.

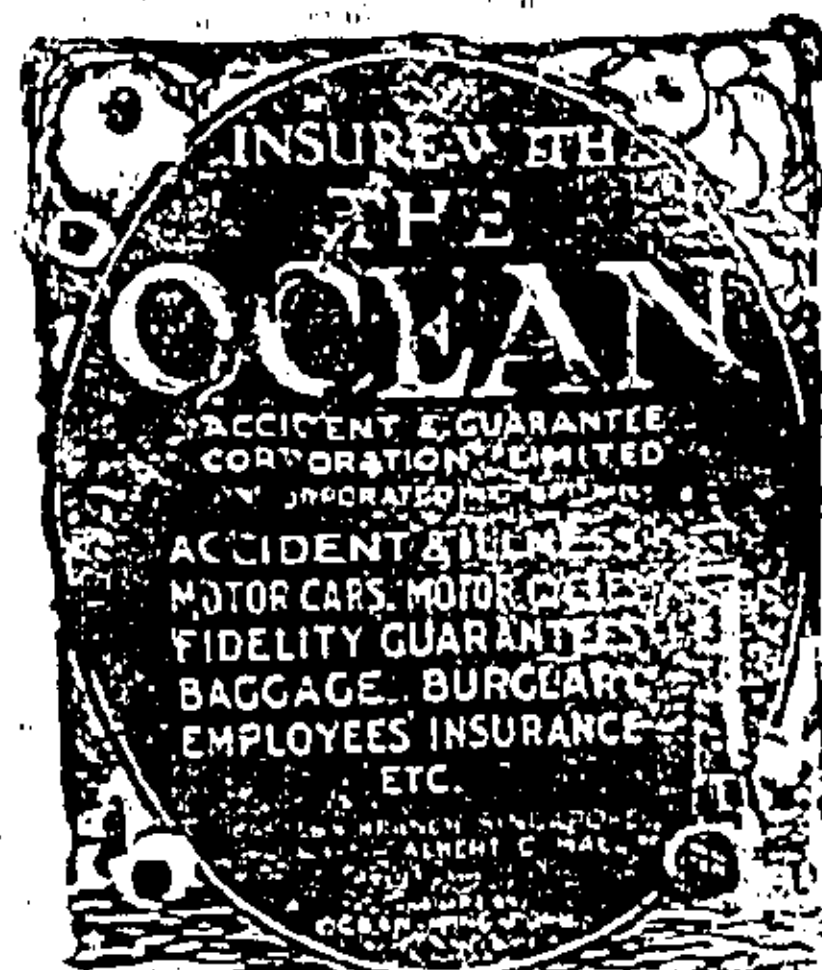
THE UNION OF SOUTH AFRICA FOR RESIDENCE, FARMING, TRAVEL.

The Union of South Africa is of interest to Europeans in the Far East. If they are retiring on pension, there are many pleasant South African towns in which to live. If they seek a career, and have a moderate capital, there is scope in South Africa for planters and farmers. And for those in need of a holiday, the country is famed as a travel and health resort.

The climate is equable. It is sunny but temperate, being neither so inclement in winter as that of Northern Europe, nor so enervating in summer as that of the East. It is a genial, wholesome climate in which Europeans thrive.

The rougher work in South Africa is done by coloured labourers and domestics. Educational facilities are good, the young can now take their University degrees in South Africa. The larger towns are modernly equipped, and many of the smaller ones are very congenial residentially. There are numerous resorts—mountain, river and marine, for an occasional change. Sport is plentiful. The cost of living and in the vacation compare favourably with elsewhere.

In short the Union of South Africa is an uncommonly attractive country. Full particulars may be obtained from the Publicity Agent, Office of the High Commissioner for the Union of South Africa, Trafalgar Square, London, W.C.2. Specify requirements.



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"ZOSMA"	Rotterdam, Amsterdam, Hamburg & Bremen	3rd Jan., 1924.
"OLDFERK"	Rotterdam, Amsterdam, Hamburg & Bremen	2nd half Jan.,
"SAPAROE"	Rotterdam, Amsterdam, Hamburg & Bremen	Mid. of Feb.,

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Kanazawa —	Park Hotel —	Nikko —
Mitaka Hotel —	Miyajima —	Kanaya Hotel —
Mampel Hotel —	Miyajima Hotel —	Nikko Hotel —
Osaka —	Miyajima Hotel —	Osaka —
Oriental Hotel —	Nagasaki —	Osaka Hotel —
Tokyo Hotel —	Japan Hotel —	Shimonoseki —
		San-yo Hotel —
IN TAIWAN (FORMOSA)		
Taihoku — Taiwan Railway Hotel		
IN CHOSUN		
Fusan —	Changchun —	Hoten (Mukden) —
Fusan Station Hotel —	Yamato Hotel —	Yamato Hotel —
Kobe (Kobe) —	Dairen —	
Chosen Hotel —	Yamato Hotel —	
Shanghai —	Yamato Hotel —	
Shanghai Station Hotel —		

MASONIC PEACE MEMORIAL

TEMPLE TO COST £1,000,000.

DESIGNS COMPETITION.

The Special Committee appointed by the Grand Lodge of England to carry out the scheme for the erection of a great Masonic temple, at a cost of £1,000,000, for the use of members of the craft throughout the country, have prepared an important report for consideration at the coming quarterly communication. The committee (of whom Sir Alfred Robbins, President of the Board of General Purposes, is chairman) recommend that architects should be invited to submit in competition designs and plans for the new building. This competition is to be open to all architects, and conducted in two stages: a first, or sketch competition, and a second or final competition. Not fewer than ten designs will be selected from those submitted in the first competition. From these a further selection will be made of six designs, the authors of which will be invited to submit detailed plans and designs in the second or final competition. Each of the six architects submitting a bona fide design in the final competition—in accordance with the instructions and conditions drawn up by the Assessors—will receive an honorarium of 300 guineas. Three Assessors will be appointed: an architect of eminence to be nominated by the President of the Royal Institute of British Architects; an architect of eminence who is a Freemason, to be nominated by the Special Committee; and the Grand Superintendent of Works for the time being. The conditions governing both competitions will be in accordance with the regulations of the Royal Institute of British Architects for architectural competitions.

It is proposed to treat the whole of the property of Grand Lodge in and about Great Queen Street as a cleared site. The design will provide for a building to cover eventually the whole of this land. It is intended first to provide and complete, on the new site between Freemasons' Hall and Wild Street, a new Temple and such accommodation as will replace as far as possible that existing in the present Freemasons' Hall, thus limiting to a minimum the disturbance of the work now carried on in that building. The new building will contain:

A large Temple, with seating accommodation for 2,000 persons. Administrative offices adequate to the growing needs of the craft. Increased accommodation for the Grand Masters, Grand Officers, and Past Grand Officers.

A suite of large rooms for the use of London, provincial, district, and other visitors. A library and a museum, both larger than the present library and museum. Not fewer than fifteen Lodges, and Chapter rooms, varying in size from a room to hold 600 for meetings of Grand Chapter and the great Masonic assemblies, and rooms for large Lodges with attendance of from 150 to 400, to small rooms suitable for attendance of from thirty to fifty.

Store rooms adjacent to each Lodge room.

AUSTRALIAN NATIONAL DEBT.

STANDARD OF CREDIT VERY HIGH.

Upon the Acting Prime Minister and Treasurer of the Commonwealth of Australia, Dr. Earle Page, is thrown the responsibility of handling \$64,000,000 of revenue. Addressing a public meeting in October, Dr. Page said it was not sufficiently emphasized that Australia had ample security for the national debt. The standard of Australia's credit was very high, and the proportion of her debt to her developed resources was comparatively small, so that interest rates should not be too high. The Ministry had just concluded an attempt to convert one of the first war loans that had to be redeemed, amounting to £38,700,000. The conversion had been a remarkable success. The Treasury had been able to obtain some thing like £32,000,000 of the money they set out to obtain. That had either been recovered or else was new cash. People with £32,000,000 to invest took up the loan as a business proposition, and £8,500,000 of new money came in without any big propaganda, because the investors recognized that the terms were fair, and the security was the best that could be obtained. Australian securities were exceptionally good—as good as any in the world. Eight or nine years ago when the first war loan was floated it was thought a wonderful thing to raise £5,000,000 in new cash. The result of the recent conversion was very satisfactory indeed. It showed that the country's credit was good. That was emphasized by the fact that the London money market at the beginning of October offered terms that were just the same as those originally offered by the Commonwealth Ministry for the recent conversion, and this loan was oversubscribed within three days.

MASONRY RELIGION IN ACTION

A Masonic service in aid of the Freemasons' Hospital was held at St. Mary's Parish Church, West Kensington, on November 18th. A procession included officers of the Grand Lodge of England, provincial grand officers, Freemasons from many West London lodges, and the Mayors of Fulham and Hammersmith. Preaching to a large congregation, the Rev. H. Rosedale, P.G., Chaplain, said that while Masonry was not a religion it should be, and was in many cases, a religion in action. Its ideal was a brotherhood that came into contact with every human need.

The reports from the Ruhr and the Rhineland are creating in British minds a moral repugnance which no prudent statesman would lightly arouse against his country. —The Bishop of Durham.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—30th December, 1923, 1st Sunday after Christmas. Holy Communion (9 a.m.); Matins (11 a.m.). Responses, Psalms, Venite, No. 19 (Lup. ton); Psalms, 9 (Wesley) 8; Te Deum, Russell-Jones; Psalms, 110 (1st); Benedictus, No. 5 (Elvey); Hymns, 55, 178. V.E.—Psalms 5, verses 1, 9 in unison. Hymn 178, verse 3 in unison. Evensong (5 p.m.); with C. and S. Service. Responses, Psalms, 110 (1st); (Psalms); Magnificat, Beethoven (1st Morning); Nunc Dimittis, Gilbert (2nd Morning); Carols, No. 10, "Good King Wenceslas". (Soloists—Mrs. Matheson, Sir C. Severn). No. 2, "The Manger Throne". Solo: "When I view the Mother". (Mrs. Matheson). No. 3, "Good Christian men". No. 6, "The First Nowell". Hymns 50. Voluntary, "Pastoral Symphony", "Hall-church Chorus"—Handel. V.E.—Psalms 110, verses 1, 5 in unison. Psalm 112, verses 1, 2 in unison. [115]

Union Church, Kennedy Road.—Sunday Service Dec. 30th. Morning Service at 11 a.m. Hymns, 559, 731, 700, 540. Anthem: "Seek Ye the Lord." Solo by Engineer Commander Hocken. Preacher: Rev. J. Kirk Macdonald. Subject: "Lengthening the Tent Rope." Men's Meeting at 3.30 p.m.—"What the Bible says about Earthquakes." Solo by Mrs. Dick. At 6 o'clock the Christmas Cantata "Bethlehem" by J. H. Maundrell, will be rendered by augmented choir. Collection for choir expenses. [1589]

First Church of Christ Scientist, Macdonnell Road (below Bowen Road). Train Station.—Sunday, 11.15 a.m. Wednesday, 4.45 p.m. [1183]

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MANILA ...	"YUENSANG" ...	Saturday, 30th Dec., 11 a.m.
SHANGHAI via SWATOW ...	"TAISANG" ...	Sunday, 31st Dec., 7 a.m.
Kobe via MOJI ...	"NAMSANG" ...	Sunday, 31st Dec., 9 a.m.
TSINGTAU via SWATOW ...	"FAUSANG" ...	Wednesday, 2nd Jan., 7 a.m.
SHANGHAI ...	"CHASANG" ...	Wednesday, 2nd Jan., 10 a.m.
BANGKOK via SWATOW ...	"CHUNSANG" ...	Wednesday, 2nd Jan., 10 a.m.
BANGKOK via HOIHOW ...	"LAISANG" ...	Wednesday, 2nd Jan., 3 p.m.
STRAITS & CALCUTTA ...	"MAUSANG" ...	Thursday, 3rd Jan., 1 p.m.
SUNDAY ...	"YUSANG" ...	Friday, 4th Jan., 7 a.m.
SHANGHAI via SWATOW ...	"HOSANG" ...	Tuesday, 8th Jan., 3 p.m.
STRAITS & CALCUTTA ...	"YATSHING" ...	Wednesday, 9th Jan., 7 a.m.
TSINGTAU via SWATOW ...	"KUTSANG" ...	Thursday, 17th Jan., 7 a.m.
SHANGHAI ...		
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"GLENSANDA" ...	28th Jan.	"GLENTARA" ...	1st Mar.	
"GLENBROOKSHIRE" ...	1st Feb.	"GLENTARA" ...	1st Mar.	
"RADNORSHIRE" ...	25th Feb.	"GLENTARA" ...	1st Mar.	
"GLENLUCE" ...	10th Mar.			

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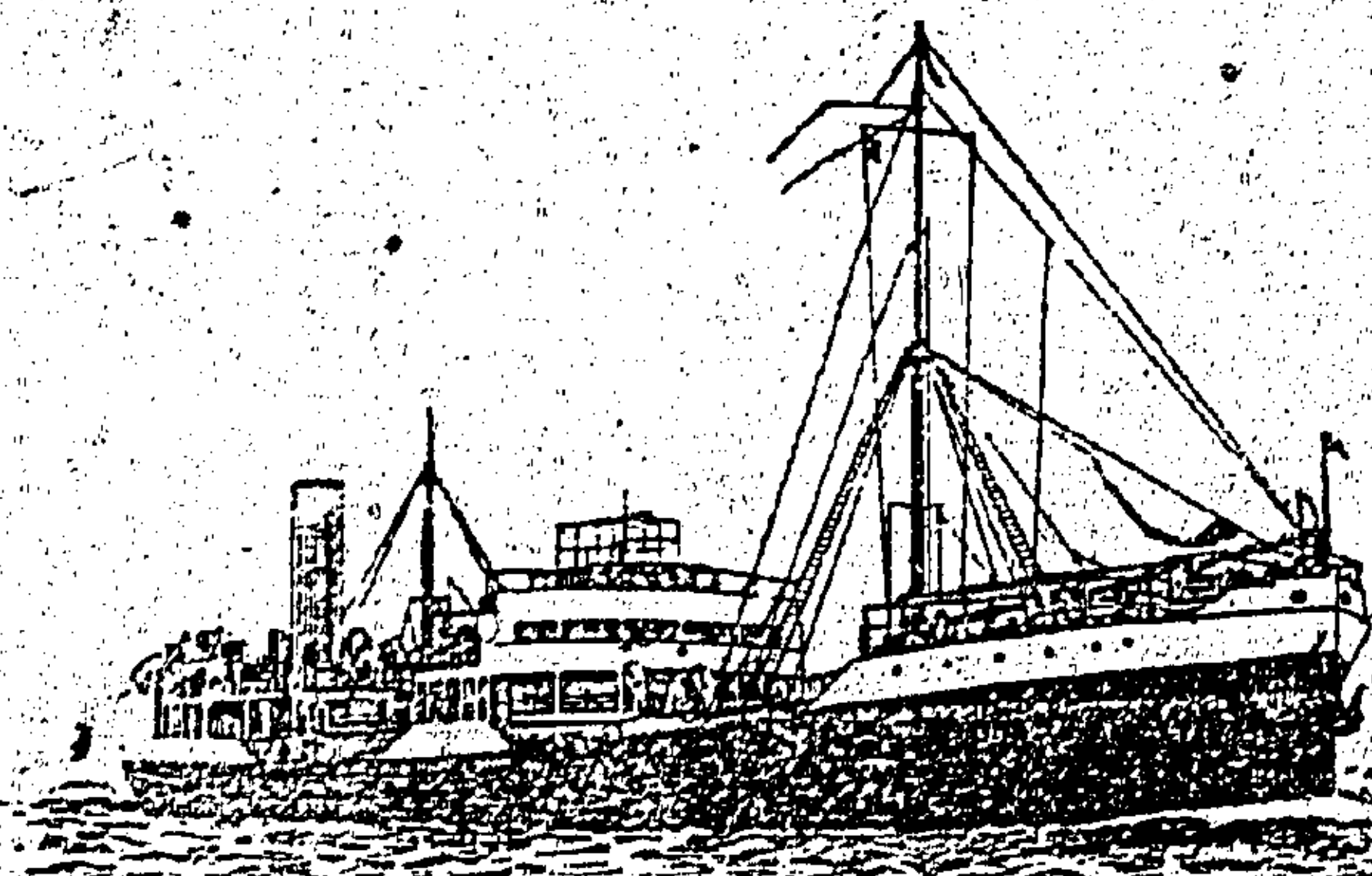
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SHIPPING NEWS

ARRIVALS.

December 27th.
Chung King, British str., 1,311 tons, Capt. Mills, from Shanghai, with a general cargo, lying at buoy No. B12.
B. & S.
Y. M. T., British str., 342 tons, Capt. J. H. van den Berg, from Haiphong and Pakhoi, with a general cargo, lying at buoy No. C44—Yip Tai & Co.

December 28th.
Chok Sang, British str., 1,470 tons, Capt. L. D. Nicoll, from Bangkok and Swatow, with a general cargo, lying at buoy No. C37—J. M. & Co.

D. Emil Kirdorf, German str., 3,500 tons, Capt. Föbel, from Hamburg-Singapore, with a general cargo, lying at Newkoon wharf—Reuter Brockelmann & Co.

Devent, British str., 1,592 tons, Capt. C. R. Benstead, from Saigon, with a general cargo, lying at buoy No. B22—Thai Thuan & Co.

Hok Cayton, Chilean str., 283 tons, Capt. Leung Long, from Kwang Chow wan, with a general cargo, lying at Yeung Tai Hing wharf—Hong On & Co.

Huayung, British str., 561 tons, Capt. Wm. Brown, from Blas Bay, with a general cargo, lying at Chin On wharf—Chin On & Co.

Hyslop, British str., 1,194 tons, Capt. S. B. B. B., from Singapore, with a general cargo, lying at Holt's wharf—B. & S.

Kaiser-Land, British str., 5,950 tons, Capt. Munley, from Kobe and Shanghai, with a general cargo, lying at buoy No. A1—Mackinnon Mackenzie & Co.

Kwang Choo, British str., 1,572 tons, Capt. C. Plunkett, from Bangkok and Swatow, with a general cargo, lying at buoy No. B11—B. & S.

La Plo de Paul Dunner, French str., 704 tons, Capt. E. Bauehard, from Swatow, with a general cargo, lying at D. G. A.—Kai Yau.

Tai Sing, British str., from Canton, lying at buoy No. 87.

Tientsin, British str., 1,217 tons, Capt. A. Lupton, from Swatow, lying at Stonecutters—B. & S.

Yungtong, British str., 1,192 tons, Capt. J. W. Quirk, from Singapore, with a general cargo, lying at Admiralty No. 1—B. & S.

Yuzojima Maru, Japanese str., from Canton, lying at Stonecutters.

CLEARANCES.

December 28th.
Apocyn, for Saigon.
Chingping, for Haiphong.
Chingping, for Haiphong.
Chingping, for Canton.
Emil Kirdorf, for Shanghai.
Fengtze, for Saigon.
Hatching, for Swatow.
Hyslop, for Shanghai.
Kaiser-Land, for Swatow.
Kaiser-Land, for Singapore.
Loretan, for Saigon.
Loretan, for Shanghai.
Mikasa Maru, for Takao.
Takao, for Canton.
Takao, for Singapore.
Tientsin, for Shanghai.
Yungtong, for Canton.
Yuzojima Maru, for Keelung.
Yuzojima Maru, for Canton.
Yungtong, for Kobe.
Yuen Sang, for Manila.

PASSENGERS.

ARRIVALS.
 Per P. & O. s.s. **Kaiser-Land**, on Dec. 28th:—Lieut. Addis, Mr. and Mrs. Cunningham, Mr. Davis, Mr. Devan, Captain Beckett, Mr. Gubbins, Comdr. F. H. Hunt, Mr. Harris, Mr. Hardiman, Miss Judith, Mr. Nisiam, Mr. Prior, Mr. Russell, Mr. Scizener, Mr. Smart, Mr. Sutherland, Col. and Mrs. Samuel, Mr. Thompson, Mr. Tolchano, Mr. Tessier, Mr. Whitlash, Mr. Ailshead, Mr. Coombes, Mr. De Silva, Mr. Hope, Mr. Martin and Mr. Shaw.
 Per s.s. **Emil Kirdorf**, on December 28th:—Mr. and Mrs. E. Becher, Miss G. Brucker, Mr. W. Baner, Miss O. Balbach, Mr. M. Bunge, Dr. R. Boss, Miss M. Dorn, Mr. H. Diestel, Mr. G. Diestel, Mr. H. Grosser, Mr. H. Gervais, Mr. and Mrs. H. Hurnford, Mr. and Mrs. A. Hunsam, Miss H. Hotteges, Miss J. Kessinger, Mr. A. Korthan, Mr. and Mrs. O. Kibat, Dr. and Mrs. K. Ludwig, Mr. G. Pape, Mr. and Mrs. F. Pasche, Miss L. Bhovveder, Mr. J. Rothardt, Mr. and Mrs. H. Schönbren, Mrs. O. Schick, Mrs. L. and Miss Schimming, Mrs. M. Sixt, Dr. L. Fuhrmann, Mrs. H. Lindner, Mr. and Mrs. F. Crevatin, Mr. and Mrs. F. Meister, Miss E. Metaner, Mr. and Mrs. K. Meissner.

SHIPPING MOVEMENTS.

The T.K.K. s.s. **Korea Maru** arrived at Yokohama on the 27th inst. and sailed on the 28th, being due at Hongkong on January 9th.
 The T.K.K. s.s. **Tenyo Maru** arrived at Shanghai on the 27th inst., a.m., and sailed at midnight, being due at Hongkong on the 30th.

The s.s. **West Ryerpool** sailed from San Francisco for Yokohama on December 20th.

The s.s. **Lake Fank** arrived at Calcutta from Rangoon on December 25th.

The s.s. **Lake Fank** sailed from Rangoon for Penang on December 25th.

The s.s. **Glacis** (Blue Funnel Line), arrived at London on the 26th inst.

The s.s. **Phenix** left Liverpool on the 22nd inst. for Penang, Port Swettenham, Singapore, Hongkong, Shanghai, Chemulpo and Dairen, and is due here on or about January 23th.

The s.s. **Prometheus** left Liverpool on the 22nd inst. for Singapore, Hongkong and Japan, and is due here on or about January 30th.

VESSELS EXPECTED.

Agapenor (Blue Funnel), due Jan. 17th.
Amboise (M.M.), due January 3rd.
Chupra (Doddwell & Co., Ltd.), due Dec. 31st.

Darlinus (Blue Funnel Line), due to-day.
Elkon (Barber Line), due Jan. 13th.
Kashgar (P. & O.), due to-day 2 p.m.
Madison (Admiral Oriental), due January 8th.

Ugrym (Admiral Oriental), due January 20th.
President Grant (Admiral Oriental), due December 30th.

Torilla (B.I. & April), due to-day.
 6d. A-WEEK SEAMEN.

GERMAN STRIKE IN BRITISH PORT.

The German crew of the Hamburg steamer **Kurt** (3,131 tons) went on strike last month at Barrow-in-Furness. The crew was a mixed one. A trimmer was ready to take his medical degree when the war started and another of the crew is a pianist. The strike has been called in support of the men's claim to a living wage. They state that the whole payment for the thirty men and officers for the voyage to Barrow in German marks is equivalent only to £7 10s., and that the weekly pay of each seaman on board equaled only 6d.

The organising secretary for Barrow of the Labour Party, had taken up the case. He obtained from the owners an offer of £2 a month for each seaman. This has been rejected.

The **Kurt's** captain, who seemed to be the only man on board still at work, is apparently acting as host to the others, except to two who have joined a Scandinavian vessel in port.

All British ports were informed of the strike by the Amalgamated Marine Workers' Union.

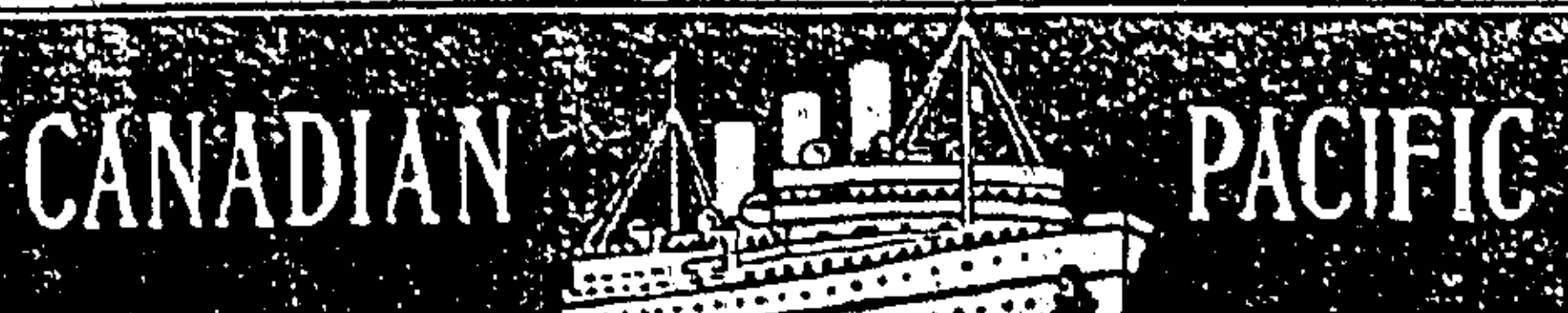
Despite the strike, the **Kurt's** flag was dipped on Armistice Day.

DON SELLING AGENTS

INDIGO Sold on commission in British and Continental Markets.
BRISTLES Sold on commission in British and Continental Markets.
OILSEED Sold on commission in British and Continental Markets.
HIDES & SKINS Sample valued.
RUBBER, DRUGS Best ports for consignments indicated.
COTTON, WOOL Best ports for consignments indicated.
ORES, MICA Best ports for consignments indicated.
GUMS, AND GENERAL PRODUCE Best ports for consignments indicated.
KEYMER, SON & CO., (Import Dept.) Whitefriars, London.
 Telegrams: "Keymer, London" Est. 1844.

PUBLISHED TO-DAY.

HONGKONG WEEKLY PRESS.
 CONTAINING ALL THE WEEK'S LOCAL NEWS.
 The Paper to send Home



HOME VIA CANADA

Hongkong to England

From	Via	Ship	Depart	Arrive
Hongkong	Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec	Empress Asia	Jan. 10	Jan. 28
Hongkong	Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec	Empress Russia	Feb. 7	Feb. 25
Hongkong	Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec	Empress Australia	Feb. 22	Mar. 12
Hongkong	Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec	Empress Asia	Mar. 13	Mar. 31

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

HONGKONG-MANILA SERVICE

Commencing with the arrival of the **Empress of Russia**, 25th March, the **Empress of Russia** and **Empress of Asia** will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 a.m.

Three Trans-Continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAC.
 Freight and Express: Tel. 42. Cables: NATILUS.

T. K. K. THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE

First class throughout. **HONGKONG TO SAN FRANCISCO.**
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.
STEAMERS
TENYO MARU (calling at Manila) 23,000 tons, Jan. 5th, 1924.
KOREA MARU (calling at Manila) 20,000 tons, Jan. 23rd, 1924.
SHINYO MARU (calling at Manila) 23,000 tons, Feb. 1st, 1924.
SHIBUI MARU (calling at Dairen) 20,000 tons, Feb. 17th, 1924.
TAIYO MARU 23,000 tons, Mar. 8th, (from S'hai).

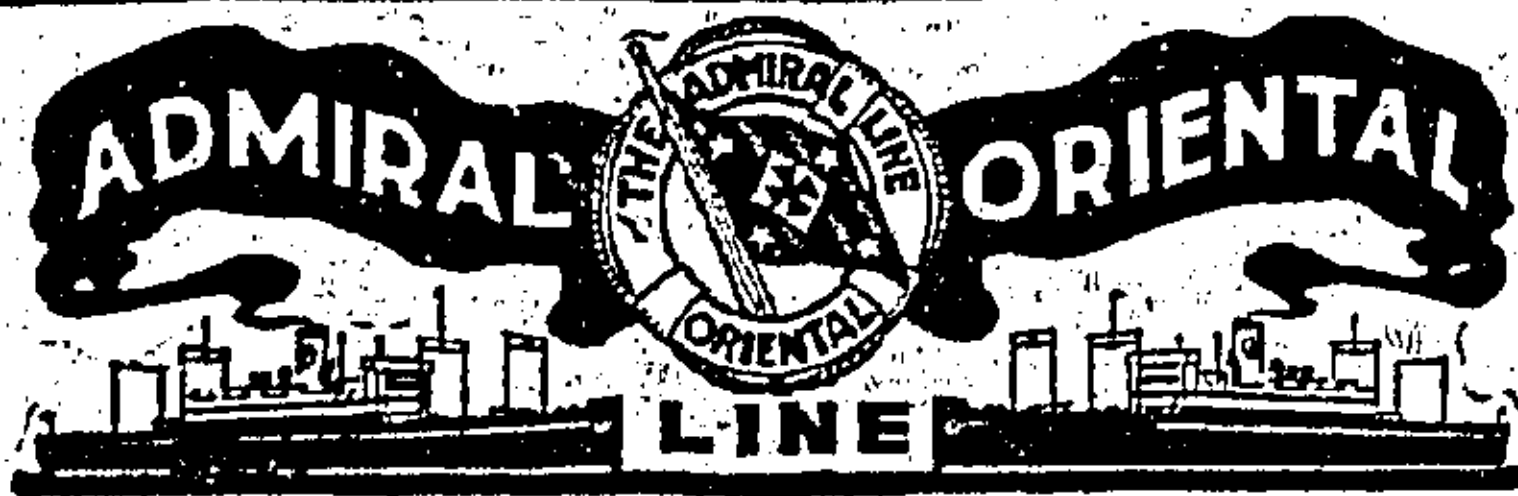
HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, RIO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLENDU, ARICA AND IQUIQUE.
STEAMERS
RAKUYO MARU 18,500 tons, January 25th.
JAPAN-HONGKONG-JAVA SERVICE.
OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.
STEAMER DESTINATION LEAVE HONGKONG
PERSIA MARU Mon. Kobe & Osaka January 23rd.
NEW YORK LINE (Freight only)
VIA JAVA AND SUEZ.
STEAMER LEAVE HONGKONG

For full information regarding Passengers, Freight & Sailings. Apply to: Y. TSUTSUMI, Manager. Agents at Canton: Messrs. T. E. GRIFFITH. Tel. No. C. 2374 & 2375.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line
 For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.
SS. "ISLA DE PANAY" 8th Feb., 1924.
 For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
SS. "ISLA DE PANAY" 19th Jan., 1924.
 The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewards and Doctor carried.
 For Freight and/or passage apply to: **BOTELHO BROS.**, Alexandra Building, Hongkong.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER
THE NEW, FAST, AMERICAN STEAMERS TO SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA.
"PRESIDENT GRANT" Jan. 5th.
"PRESIDENT MADISON" Jan. 17th.

TO EUROPE—\$120—\$112—\$110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT MADISON" Jan. 8th.
 Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
 Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.
 For Passage and Freight Booking apply to:

ADMIRAL ORIENTAL LINE

Hongkong and Shanghai Bank Building (Ground Floor). Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT WILSON" ... Sunday, Jan. 13th, at 10 a.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

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VISIT

YOSEMITE
 GRAND CANYON
 FEATHER RIVER
 YELLOW STONE PARK
 NIAGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT WILSON" ... Friday, Jan. 4th, at 4 p.m.
 S.S. "PRESIDENT LINCOLN" ... Wednesday, Jan. 23rd, at 4 p.m.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GITANO" ... Friday, Jan. 4th, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: "SOLANO". Tel. Central 141. Canton Agents: HOLYOAK MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports—Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada. Through passage rates to Europe via America \$3405, \$3420, \$3440.

KAGA MARU ... Tuesday, 8th Jan., at 11 a.m.
TYO MARU ... Monday, 28th Jan.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.
KASHIMA MARU ... Sunday, 2nd Jan.
HARONE MARU ... Wednesday, 16th Jan., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.
TSUBUGA MARU ... Saturday, 12th Jan.

LIVERPOOL via MARSEILLE & VALENCIA.
SYDNEY & MELBOURNE via Manila, etc.

YOSHINO MARU ... Wednesday, 16th Jan., at 11 a.m.
AKI MARU ... Wednesday, 13th Feb.

NEW YORK & BOSTON via PANAMA.
TATSUNO MARU ... Friday, 11th Jan.

BURNOSIAIBES via Singapore, Durban & Cape Town.
KAWACHI MARU ... Monday, 31st Dec.

BOMBAY via Singapore and Colombo.
TAMBA MARU ... Saturday, 29th Dec.
GENOA MARU ... Tuesday, 1st Jan.

CALCUTTA via Singapore, Penang & Rangoon.
AWA MARU ... Friday, 4th Jan.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Sunday, 13th Jan.

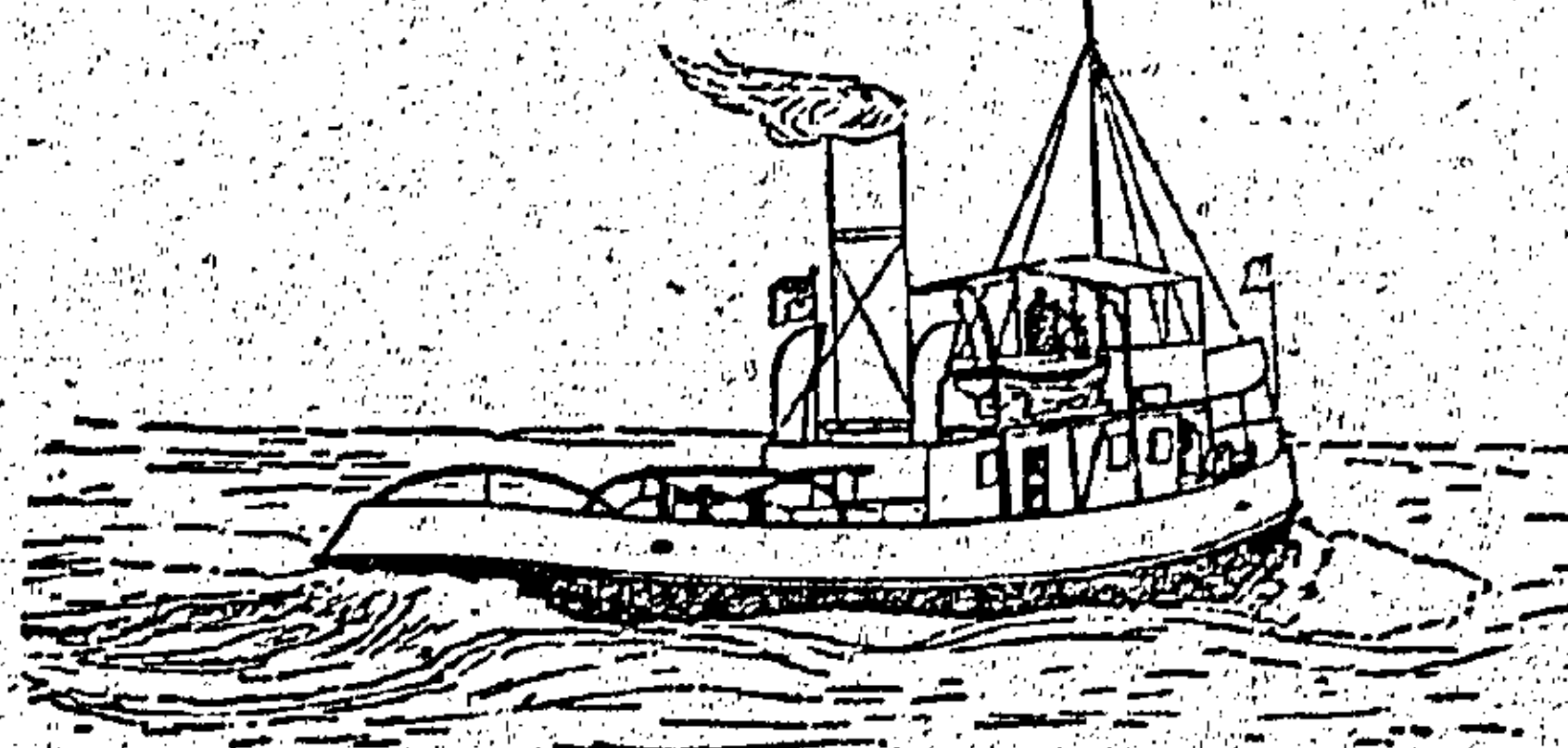
SHANGHAI, KOBE & YOKOHAMA.
AKITA MARU (Moj, Kobe, Yokosaki & Yama) Monday, 31st Dec.
MIO MARU ... Tuesday, 1st Jan.
FUSHIMI MARU ... Wednesday, 2nd Jan.

For further information apply to—**NIIPPON YUSEN KAISHA**
 Telephone: Central Nos. 222, 233 & 2422. Y. YAMAMOTO, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-creation abroad.



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Boilers, Makers, Founders and Constructional Engineers and Repairers

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ELLERMAN
BUCKNALL
STEAMSHIP
COMPANY, LTD

Projected Sailings from Hongkong. SUBJECT TO ALTERATION.

"CITY OF PARIS" 2nd January Marseilles, London, Rotterdam
Hamburg & Hull.

PASSENGER SERVICE.

"CITY OF PARIS" 2nd January Marseilles, London, etc. 11
"CITY OF CANTERBURY" 12th January Shanghai & Kobe.
"CITY OF CANTERBURY" 31st February Marseilles, London, etc.
"CITY OF YORK" 30th March Do.
"CITY OF CAIRO" 18th April Do.

FARES TO LONDON.

1st Class "A" £ 84. "B" £ 84. 2nd Class "A" £ 62. "B" £ 56.
"C" £ 48. "D" £ 48. "E" £ 48. "F" £ 48. "G" £ 48. "H" £ 48.
Cargo Steamers, Saloon Passage £56.

For further particulars apply to—
THE BANK LINE LTD.
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Joint Service of the

"BLUE FUNNEL" LINE

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AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"COLORADO" via Suez Canal 3rd Jan., 1924.
"PELEUS" via Suez Canal 18th Jan.,
"LANGTON HALL" via Suez Canal 18th Jan.,
"HYSON" via Suez Canal 5th Feb.,

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE OR **THE BANK LINE LTD., HONGKONG.**
(JOHN SWIRE & SONS, LTD.)

H. HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgs. and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
PAUL LECAT	—	—	7th Jan., 1924.
ANORE LEBON	—	—	21st Jan., "
AMBOISE	30th Nov.	3rd Jan.	4th Feb., "
CORDILLERE	14th Dec.	17th Jan.	18th Feb., "
ANGERS	28th Dec.	31st Jan.	3rd Mar., "

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including 1st Class and Free Doctor's Attendance).
A Class (1st Class) £ 84. 0s. 0d. B Class (1st Class) £ 84. 0s. 0d.
C Class (2nd) £ 48. 0s. 0d. D Class (2nd) £ 48. 0s. 0d.
E Class (3rd) £ 24. 0s. 0d. F Class (3rd) £ 24. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Train at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

"MEINAM" loading for MANILA, MARSEILLES, HAVRE, ANVERS, & DUNKIRK, about 11th January, 1924.

Also through B/Lading issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—
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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

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(Occupying 9 or 10 Days)

HAIPHONG Capt. W. O. Passmore Wednesday, 2nd Jan., at 12 Noon.
HAIPHONG Capt. Ellis Walker Friday, 4th Jan., at 1 p.m.
HAIPHONG Capt. F. J. Gill Tuesday, 6th Jan., at 1 p.m.

Arrive, and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.,
General Manager

JAPAN COAL
AND
GENERAL IMPORTS & EXPORTS
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MITSUBISHI SHOJI KAISHA
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Apcar and
Eastern & Australian
Lines

(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES
BRITAIN, JAPAN, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonn	From Hongkong (about)	Destination
"KAISAR-I-HIND"	11,430	29th Dec., Noon	B'way, Mars, Gib., L'don. & A'worp.
1924.			
"KHIVA"	9,097	12th Jan.	Marseilles, London & Antwerp.
"SICILIA"	8,513	19th Jan.	Spain, Penang, Colombo, Bombay
"MACEDONIA"	11,068	26th Jan.	B'way, Mars, London & Antwerp.
"KASHGAR"	8,440	9th Feb.	Mars, L'don. & A'worp.
"SOUDAN"	6,696	13th Feb.	Spain, Penang, Colombo & Bombay
"MOREA"	10,911	23rd Feb.	B'way, Mars, London & Antwerp
"KARMAIA"	9,098	8th March	Mars, London & Antwerp.
"VALDERA"	15,993	22nd March	B'way, Mars, L'don. & A'worp.
"SICILIA"	8,513	28th March	Spain, Penang, Colombo & B'way.
"KHIVA"	9,014	5th April	Marseilles, London & Antwerp.
"CHINA"	7,952	19th April	do.
"SOUDAN"	6,696	26th April	Spain, Penang, Colombo & B'way.
"KALYAN"	9,118	3rd May	Marseilles, London & Antwerp.
"KASHMIR"	8,960	17th May	do.
"KHIVA"	9,097	31st May	do.

BRITISH INDIA - APCAR SAILINGS

"TORILLA"	5,205	22nd Jan.	Singapore, Penang & Calcutta.
"JAPAN"	6,052	2nd Feb.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	5th Jan.	(Manila, Thursday Island, Cairns,
"ST. ALBANS"	4,500	2nd Feb.	Townsville, Brisbane, Sydney
"EASTERN"	4,000	27th Feb.	& Melbourne.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver,
The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape
The New Zealand Shipping Co.'s Steamers for Southampton and London via the Cape

SAILING TO SHANGHAI & JAPAN

"KASHGAR"	8,440	30th Dec., 5 p.m.	Shanghai, Moji & Kobe.
"TORILLA"	5,205	30th Dec.	Amoy, Shanghai, Moji & Kobe.
"SICILIA"	8,513	6th Jan.	Shanghai.
"JAPAN"	6,052	7th Jan.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	9th Jan.	Moji & Kobe.
"MOREA"	10,911	13th Jan.	Shanghai, Moji & Kobe.
"KARMAIA"	9,098	26th Jan.	do.
"SOUDAN"	6,696	1st Feb.	Shanghai.
"EASTERN"	4,000	2nd Feb.	Moji & Kobe.
"VALDERA"	15,993	9th Feb.	Shanghai, Moji & Kobe.
"KHIVA"	9,014	23rd Feb.	do.
"CHINA"	7,952	8th Mar.	do.
"ARAFURA"	6,000	8th Mar.	Moji & Kobe.
"SICILIA"	8,513	13th Mar.	Shanghai.
"KALYAN"	9,118	22nd Mar.	Shanghai, Moji & Kobe.
"KASHMIR"	8,960	4th Apr.	do.
"SOUDAN"	6,696	9th Apr.	Shanghai.
"KHIVA"	9,097	18th Apr.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.

First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG. Agents.

DODWELL & CO., LIMITED

NEW YORK BERTH

For NEW YORK & BOSTON via SUEZ

"KENDAL CASTLE" sailing on or about 28th Jan.

"LLOYD TRIESTINO."

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for Traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £26.

FOR SHANGHAI YOKOHAMA & KOBE.

"PERIA" sailing on or about 3rd Jan.
"ANNA" sailing on or about 6th Jan.
"ROSANDRA" sailing on or about 8th Feb.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

"DUCHESSA D'AOSTA" sailing on or about 1st Jan.
"PERIA" sailing on or about 7th Feb.

*This steamer has been specially chartered to facilitate the forwarding of cargo intended for the reconstruction of the devastated areas in Japan.

NATAL LINE OF STEAMERS.

From OALOUTTA and COLOMBO to SOUTH AFRICAN PORTS.

A STEAMER sailing from Calcutta on or about 6th Jan.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030. Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
HONGKONG & SINGAPORE	"CHINHUA"	On 29th Dec., 10 a.m.
SHANGHAI & TIENTSIN	"LUOHOW"	On 30th Dec., D.L.
SHANGHAI	"CHUNGKING"	On 31st Dec., Noon.
AMOI & SHANGHAI	"NEUCHOW"	On 1st Jan., D.L.
SWATOW & BANGKOK	"KWANGCHOW"	On 1st Jan., Noon.
MANILA	"HAN"	On 2nd Jan., 4 p.m.
HAIPHONG & PAKHOI	"CHENAN"	On 3rd Jan., 10 a.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 4th Jan., 10 a.m.
SHANGHAI & TIENTSIN	"SHANTUNG"	On 5th Jan., D.L.
AMOI, SWATOW & SINGAPORE	"KWEIYANG"	On 5th Jan., 4 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 6th Jan., 10 a.m.
AMOI & SHANGHAI	"SZECHUEN"	On 8th Jan., D.L.
SWATOW & BANGKOK	"KALGAN"	On 8th Jan., 10 a.m.

SHANGHAI LINE.—Broadest Saloon accommodation, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through B/Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wusung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE
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CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Sailings Subject to Alteration

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Kobe.
"KUT"	3rd January.	6th January, 1924, D.L.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is on board. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—
BUTTERFIELD & SWIRE
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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "GAELIC PRINCE" 9th Jan., 1924.
S.S. "GOTHIC PRINCE" 28th Jan., "

For freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain)
Telephone: Central 3163
Telegrams (Faraprice) 61. St. George's Building

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ANTWERP & ROTTERDAM—via Singapore

Colombo, Suez and Port Said.

"ALTAI MARU" Sunday, 10th Feb.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon.

Singapore, Colombo, Durban and Capetown.

"PAOAMA MARU" Tuesday, 8th Jan.

BOMBAY via Singapore and Colombo.

"SHUNKO MARU" Sunday, 30th Dec.

"BORNEO MARU" (Calls at Penang) Friday, 4th Jan.

SAIGON, BANGKOK & SINGAPORE

"RUSHO MARU" Thursday, 3rd Jan.

CALCUTTA via Singapore & Bangkok.

"MALAY MARU" Wednesday, 18th Jan.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.

"MANILA MARU" Saturday, 10th Jan.

NEW YORK via Japan Ports, San Francisco and Panama.

"HAYBE MARU" Middle of Dec. from Shanghai.

"HAMBURG MARU" Middle of Jan.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya.

"CELEBS MARU" Monday, 31st Dec.

"MANILA MARU" Thursday, 10th Jan.

KEELUNG via SWATOW & AMOY.

"KALJO MARU" Sunday, 30th Dec., 10 a.m.

TAKAO via SWATOW & AMOY.

"AMAKUSA MARU" Sunday, 6th Jan., 10 a.m.

TAKAO & KEELUNG.

"SOBU MARU" Thursday, 3rd Jan., 8 a.m.

"BOURBAYA MARU" Friday, 4th Jan.

For further particulars please apply to—
OSAKA SHOSHEN KAISHA
K. SHIMA, Manager.

Teleph. Nos. 4068, 4069, 4090.

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OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.B. "West Prospect" Due Hongkong, 3rd Jan.

Leave Hongkong, 3rd Jan.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTE.

TO SINGAPORE.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA, CEBU, ILOILO AND P. I. PORTS.

U.S.B. "West Carmora" Due Hongkong, 10th Jan.

Leave Hongkong, 11th Jan.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

1st Floor, Queen's Building.

Phone Central No. 2008.

A. E. FRANKOE
Acting Res. Agent.
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